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Lotus White late model

1600TL Fastback
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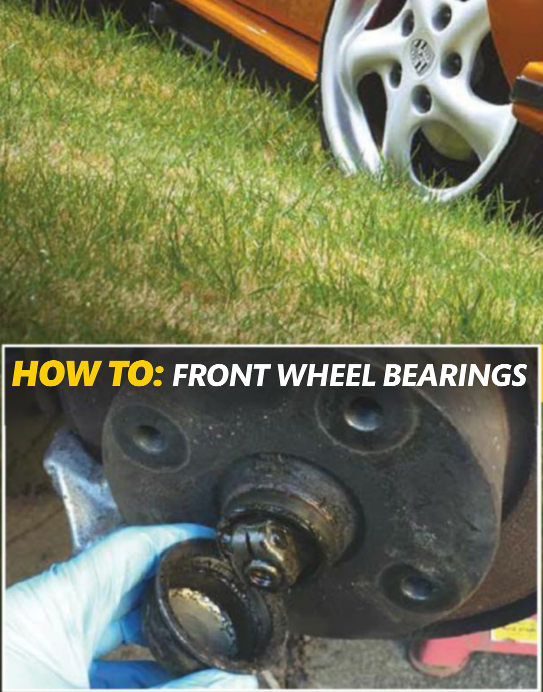

PLUS

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Dub Freeze and Air-cooled Winterfest

STAFF PROJECTS
Removing a beam and wiring faults

VW HISTORY
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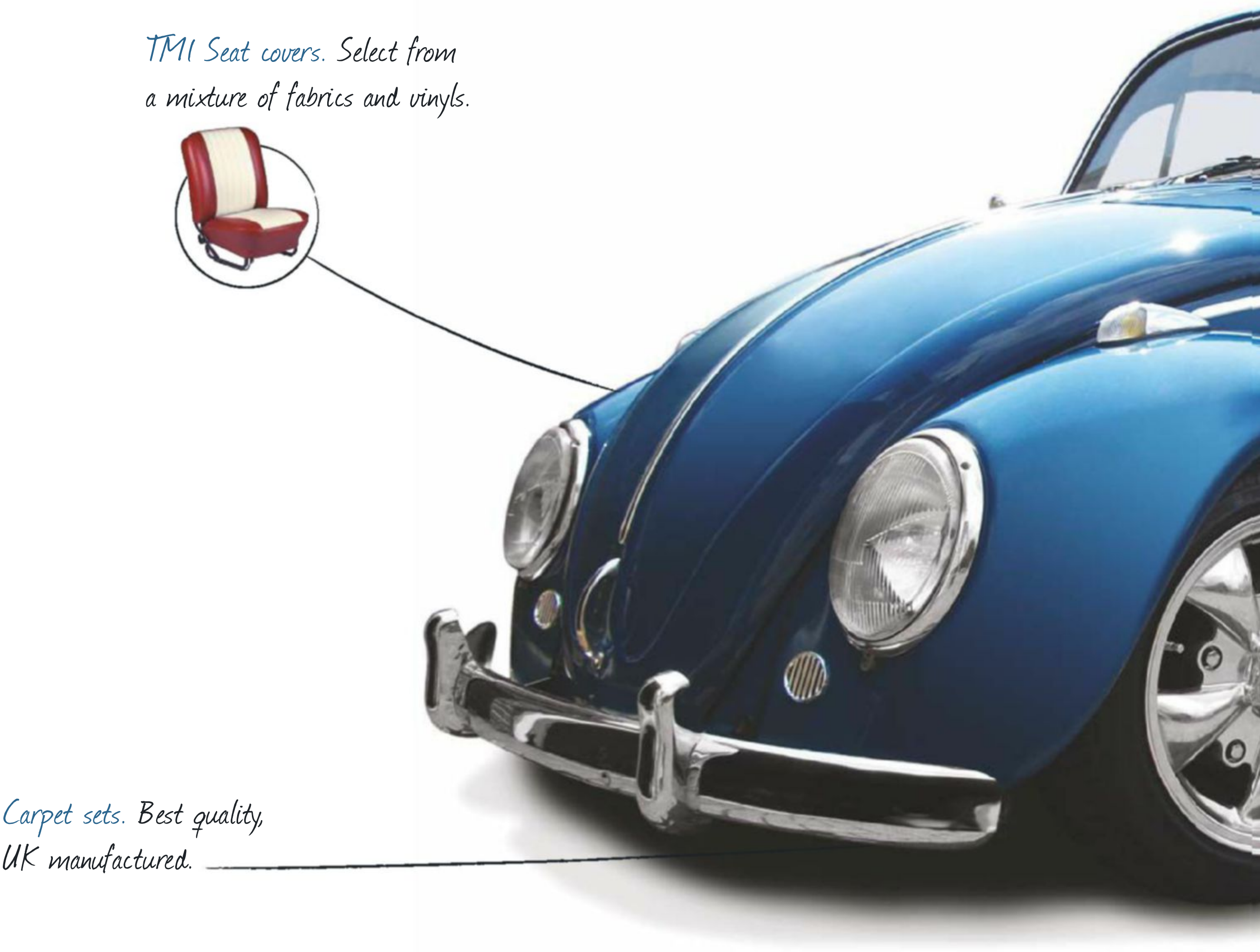

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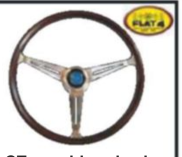

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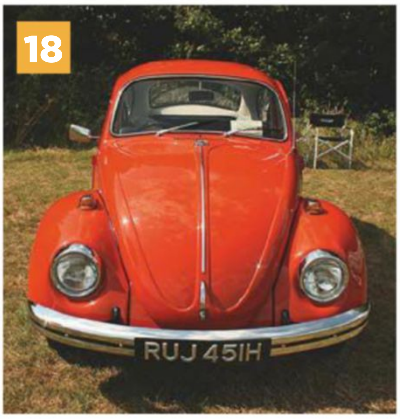

PRACTICAL
VolksWorld

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WELCOME TO THE MAG

I think it's fair to say that I'm often the Ying to Mike Pye's Yang. If you've read the ginger beach ball's column this month you'll see he's waxing lyrical about VW owners working on their cars.

Don't get me wrong, I get as big a sense of achievement from fixing or modifying my car as the next man, or woman, but when the sun is shining (or the garage is freezing cold for that matter) I'd much rather be driving my car than spannering on it.

This was brought home to me the other day when I was faced with a weekend of cleaning filthy car parts, prior to painting and refitting them. Yes, that's still an enjoyable way to while away the hours (to me anyway) but then I thought, "Wouldn't it be a better use of a Sunday to actually be driving my VW to a nice pub and have a lovely roast dinner?" Of course it would, but then you have to have the car to do that in the first place. It's like the chicken and the egg, isn't it?

Does it make me any less of a car lover that I think this way? To some it does, but then I'll never really fit in with any of them, because I'm just not into that side of cars.

For me, a car is about driving. What it looks like, how it makes me feel when I'm in it, and if it makes me look back at it when I walk away from it.

This is also why I always steer well clear of judging cars at VW shows. I get asked to do it all the time, but I always say no, because scrutinising the minutiae of what someone has done to their undercarriage, just doesn't float my boat in the same way that it does with the rest of the team. I think it's just horses for courses, but I'm not the pony for that job.

At the end of the day it doesn't matter how you enjoy what you do, as long as you enjoy it. ■

James Peene
Group editor

Business as usual

You may have heard rumours recently of *VolksWorld* being sold. Well, we can confirm that, as of March 1 2016, we will no longer be owned by Time Inc. but by Kelsey Media (see www.kelsey.co.uk).

That's not just *VolksWorld*, but our two sister titles, *Camper&Bus* and *VWt*, as well as The *VolksWorld* Show at Sandown Park and The *Camper&Bus* Show at Eastnor Castle. Don't panic though, we've been sold three times in the past and are still here, and we're assured it will be business as usual under the new owners. All three magazines will continue to be published, subscriptions will carry on, the website addresses will remain as they are and the two shows will go ahead as planned. This is an exciting development for all of us here on the Volkswagen titles and we hope you will continue to support us through the transition period and beyond.

If you wish to contact us, please continue to use the current Time Inc. email addresses for the time being as these will be forwarded on to us. As soon as we have new Kelsey Media addresses and / or telephone numbers, we will let you know.

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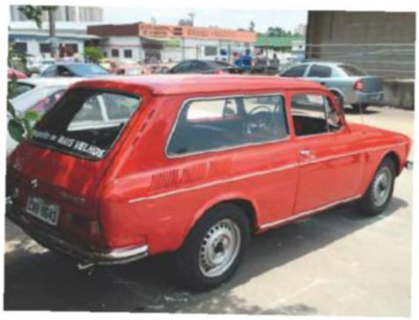


WIN THIS CAR!

Brazilian Type 3s are cool, fact. It's also a fact that they're super rare anywhere in Europe, because so few have been imported. Now, thanks to Just Kampers, you can be one of the coolest cats on the block and own one, and all for free!

Just Kampers Insurance Services will be running a prize draw, starting at the *VolksWorld* Show, and will be giving away this very car later in December this year.

Mark, the MD of Just Kampers tracked the car down on one of his travels abroad and just had to bring it back to the UK. Mark thought it would be cool to display it at the *VolksWorld* Show, we think it's even cooler that he's giving it away!

Jumpstart 2016

Ireland's largest gathering of air-cooled only VWs takes place in Loughmore, County Tipperary on April 23 2016.

The last gathering attracted some 132 air-cooled VW owners, and whilst that number may not sound big to us Limeys, believe us when we say that on a small and quite dispersed island, that's a huge number of thunderous oil drippers.

The trophies are always a hoot, too. Last year's Best in Show award was made by Paul Twibill and featured a miniature Type 1 beam, mounted on a powdercoated hubcap that Prosign very kindly pinstriped.

Peter Ferguson won the WayneMac Choice Award for furthest travelled VW and it was well deserved as he drove almost five hours each way, but his words said it all; "I loved every minute behind the wheel and can't wait to hit the road back home because I know I'll love it all over again".

Despite the rain, this show managed to raise nearly €4,000 for the local cystic fibrosis charity TLC4CF, so it's all for a good cause, too!

Attendees also managed to drain the pub of all its alcoholic beverages on the Friday night, as 2015 was the first year show goers were invited to camp the night before and it was a roaring success, especially as the camping was in front of the pub…

The Cottage, which is a great supporter of Jumpstart is the registration point on the day.

Irish TV popped along to capture the proceedings last year, so if you want a slice of the action be sure to pop along. For more info check out www.carbsandchrome.com

Limerick VW Show

If you're over on the Emerald Isle on May 29 then you should really try and get yourself to Limerick Racecourse. Once there, you'll find you've arrived at Ireland's biggest and longest running Volkswagen show.

An event like this is a great way to keep your enthusiasm for the scene going, because they have different cars and a different vibe to any of our regular UK shows. For more info check out www.limerick-classic-car-club.com

PYE EYED

Features editor, Mike Pye, says it how he sees it

After trying my hand at two-pack priming at home, and nearly killing myself. . .

. . .I enlisted the help of Carl Parker at Panel Craft in Purley when it came to painting my 'pan

Building bridges

Just enjoy the ride, whichever route you took to get there

I was going to write my column this month about the demise of the Series Land Rover, the parallels between them and the VWs we are all familiar with, and how not even the Queen, or a Royal Appointment, can halt the rising tide of emissions-based malarkey that is threatening to put an end to everything we all love about motoring. But our nonsensical deadlines mean I'm sitting here writing for the May issue in the middle of February, so the Land Rover story will be yesterday's news by the time you read this.

So instead I shall revert to plan b, to a subject that has been on my mind for a while now, but seems particularly pertinent this month. Built not bought. I see this catchphrase crop up most often as a sticker on cars with minimal modifications. So you've stuck some stickers on. Maybe bolted some different wheels on. Perhaps even fiddled with your suspension a bit. What do you want, a medal? Anyone with a passing interest in old cars will have done some, or all, of those things at some stage, it's nothing to brag about.

If, on the other hand, you have saved up all your paper round money for years, bought a right old turd for tuppence, beaten your hands into a bloody mess making repair panels by hand, seared your flesh like rare steak in the process of welding them in, removed all your finger prints and coated your insides with noxious particles in the process of paint stripping, filling, rubbing down, priming and painting your car in your garage or garden, knitted your own interior, rebuilt your engine and gearbox and then re-assembled it all, wired it, tuned it and never once involved anyone else in the build then you've earned the right to shout a bit louder about it.

> "It takes both types to keep things on an even keel"

But here's the rub. No one that has done all that would then put a sticker on their car saying 'built not bought'. I've met countless people over the years that have done all that, and they're rarely the ones who shout about it.

Instead, when talking with them, they enthusiastically recount tales of neighbours flipping their lids when their cars received an unwanted dusting of primer one Sunday morning or painfully recount how they nearly lost an eye when a waffle sprocket launched itself unexpectedly as they struggled to re-assemble some mechanical part or other. All very entertaining, but I have no less respect for someone who tells me with similar enthusiasm how they chose to pay professionals to do certain jobs on their cars they don't have the facilities / ability / confidence to do themselves.

Exacting demands

On the flip side, I've also met plenty of people who have paid to have cars built professionally, and the majority of them are every bit as into their car(s) as anyone else, knowing them in intimate detail and making exacting demands for what they want. And you know what, if my ship ever came in, I've a list of wildly different car builders around the world I'd love to commission to build something for me. In the meantime, I will contend myself with poring over pictures of the fruits of their labours in magazines, or at the shows I attend. Without them, my world would be a far less interesting, less inspiring, place.

I'll admit I struggle a little to understand those who have paid to have a car built without any apparent input of their own, other than perhaps choosing the exterior colour, but I live in hope that, in time, such people will learn to love and understand their cars as much as those who have spilt blood in their creation, but I accept not everyone is into old VWs, or classic cars in general, for the dubious thrill of lying on their backs in cold garages, or inhaling filler dust.

In fact, only today we were discussing here in the office whether we preferred the process of building or driving our cars. There's more builders here than drivers, though that's not surprising given our wildly out of balance car-to-owner ratio I've talked of before, but that doesn't mean we're not all equally into our cars, albeit in different ways.

For the record, although I've worked in two different body shops, I have never painted any of my own cars. I've done two-pack priming in a home garage without the appropriate breathing apparatus and can report it's not a very good idea. I've fitted headliners, carpets, seat covers and made my own door panels, but I've never rebuilt a gearbox. I've taken a couple of engines apart and paid to have one put back together. And I've floundered in the process of re-wiring a car from scratch. What does that make me? A built? A bought? A both?

Provided you are not trying to claim the credit for someone else's work – and I've met a few of those over the years – does it really matter how you arrived at the end result? I'd go so far as to say it takes both types to keep things on an even keel, as without the 'boughts' there would be no professionals whom you can rely on if, or when, you find yourself out of your depth. And there's no shame in that. Our hobby is about owning and enjoying these old cars while we still can, whether that be through working on them or driving them. Let's not look down on others for choosing to do it a different way.

VWs of all makes and years fill the rows at the Harvest. All are welcome!

VW Harvest

A VW weekender in Austin, Texas

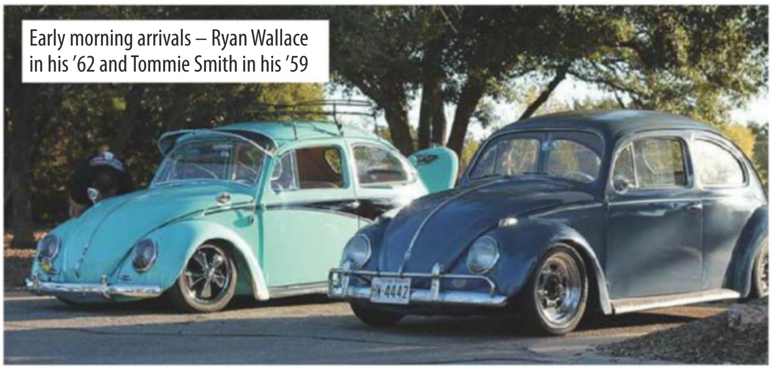
Words and photos Matt Jackson

The annual VW Harvest Show is held in Austin, Texas each October. This weekend-long event usually falls in between the weekend of the Austin City Limits Music Festival and the Formula 1 at Circuit of the Americas.

Last year's VW Harvest marked its fifth year, and it was the best one yet. The weekend started off with Saturday's VW Cruise through the Texas Hill Country and ended at Austin's famous Top Notch Hamburgers. Over 90 VWs packed into Top Notch's car park for great food, fun, and vintage drive-in nostalgia. The Top Notch VW award that evening went to David Ho and his Type 34 Razor Edge.

Sunday's weather was perfect and drew over 300 Volkswagens to Southwest Williamson County Regional Park for the car show and swapmeet. Fun times were had by all, including the VW Harvest 'SwagWagen', a handmade Split Window 'wagon' that was giving away VW goodies donated by GoWesty and other sponsors.

Many people donated trophies and prizes over the course of the weekend, leaving everyone looking forward to the sixth VW Harvest weekend, which will be held over October 15-16 2016. ■


Early morning arrivals – Ryan Wallace in his '62 and Tommie Smith in his '59

'Red James' Nidiffer's '59 ragtop from Houston

EVENTS AND CLUBS

Let us know about your VW event or club – email volksworld@timeinc.com

The coveted VW Harvest trophies. Cool, eh?

Dwight drives his lowered Deluxe across country all the time. Check out the #TexasRoadKings on Instagram to follow along

DLK member, David Ho's, '65 Type 34 took home both the Top Notch VW award on the Saturday night and first place in the main Harvest car show on the Sunday

Chris Carter brought out his immaculate '64 21-window deluxe

Left to right, Matt's '63 ragtop, Gary's '66 Split, Martin's '68 Bay and Jake's '63 Single Cab

There's a swapmeet, too

Bryce Dishman's '63 'Vert. This car was the inspiration for this year's VW Harvest logo, and depicted on the excellent trophies

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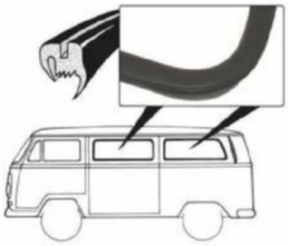
# 27505

Side Window Seal Bus 1967-1973

The pré-1974 side window seals are a little smaller than the post-1974 seals, we have the 1967-1973 now in stock.



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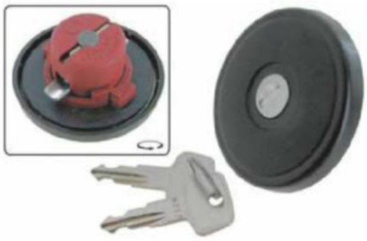
Lockable Fuel Cap for the Syncro

Delivered with a set of two keys, this new lockable fuel cap completes our fuel cap offering.



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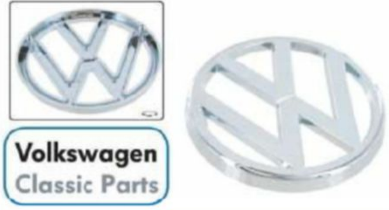
VW grille emblem T25 Vanagon

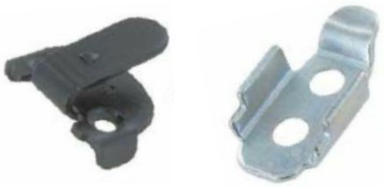
Our partnership with Volkswagen Classic Parts offers us access to the biggest VW spare parts stock in the world, this VW grille emblem for the T25 Vanagon is the result of this great partnership.



# 3415 & # 3416

Assist Strap Brackets/Coat Hook

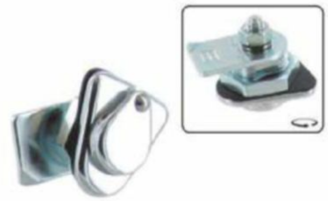
The plastic straps installed in our VW use metal brackets secured to the car body. These plastic covers and metal brackets are delivered per pair.



# 23485

Split Screen Fuel Door Lock

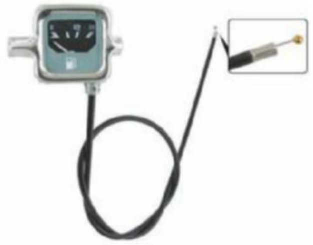
This new assembly includes the seal, this seal is also available separately. The universal square key is not included but also available in our webstore.



# 5655

Mechanical Fuel Gauge

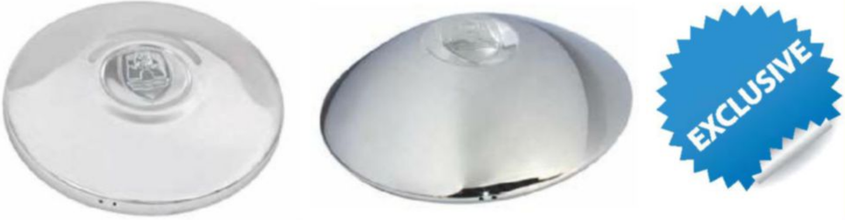
This is the fuel gauge originally installed on the Brazilian Volkswagen Beetle, manufactured in Brazil.



# 2510 & # 2501

Hubcap with Wolfsburg Emblem

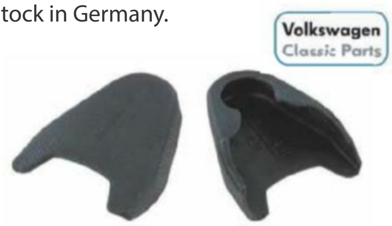
These new hubcaps are less expensive than the original VW hubcaps and they are much more exclusive. Install these hubcaps on your Vintage Volkswagen and you'll be asked this question all the time "*where did you get these great hubcaps*? "… These Wolfsburg hubcaps are delivered per piece.



# 3065

Seat Belt Covers

The seat belt covers for the older VWs are a reproduction part, the seat belt covers for the young VW models are genuine VW parts from the classic parts stock in Germany.



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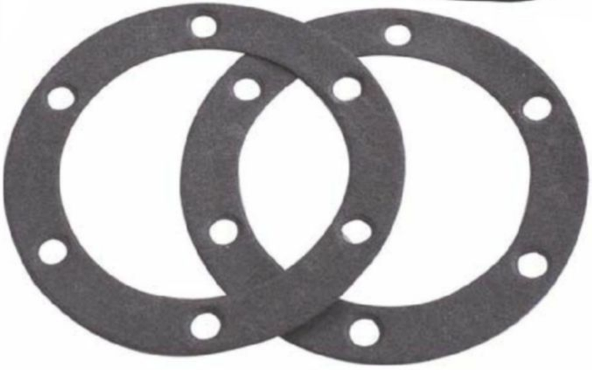
PRODUCTS

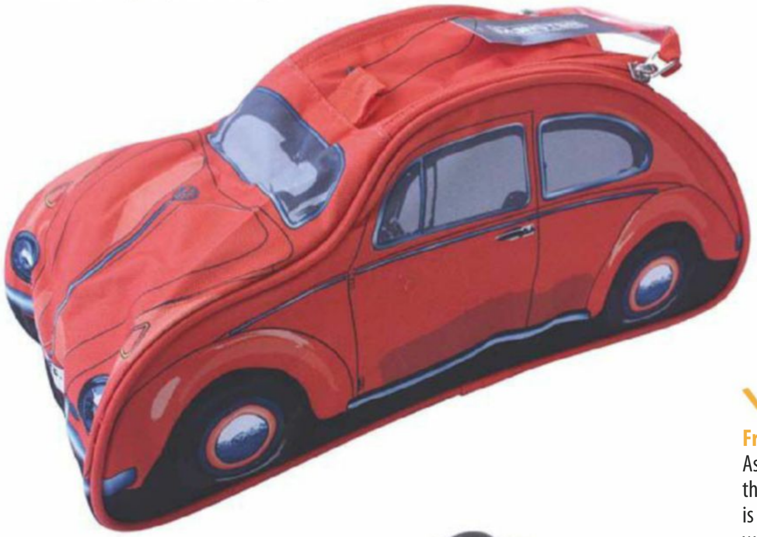
Selling a new product? email volksworld@timeinc.com

Service kits

From: www.justkampers.com Price: Varies

Look after your VW and it should provide years of stalwart service. That means regular servicing. Fortunately parts are plentiful and relatively cheap too, even if you have an older/rarer model to take care of, like one with a 30hp engine. Fortunately Just Kampers has everything you need, like the rocker cover gaskets for 25-30hp engines at £2.95 each, and oil strainer gasket kits for £3.50 a pop. At this price, you've got no excuse to neglect your VW's engine

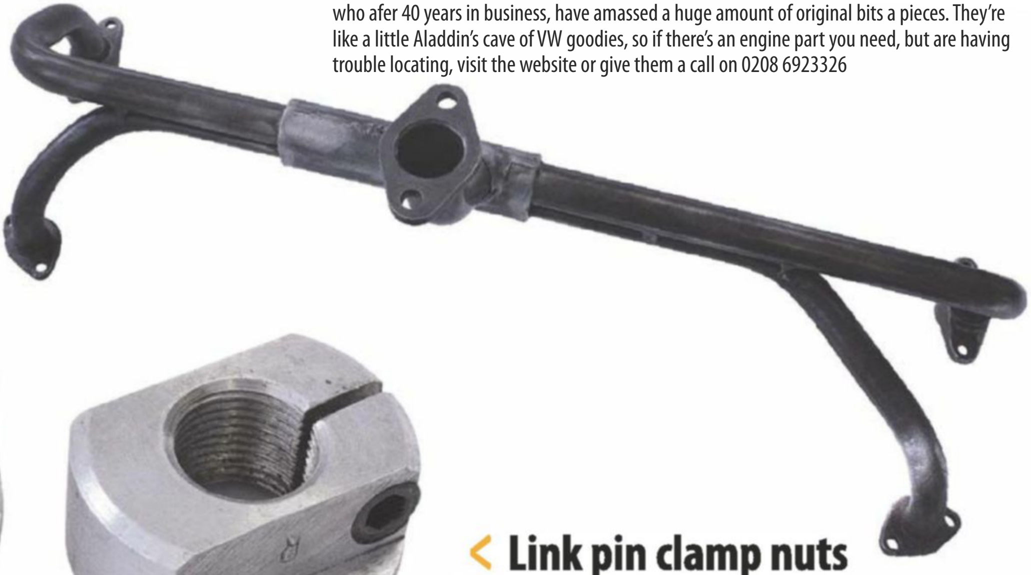




Used and approved

From: www.thevwenginecompany.com Price: POA

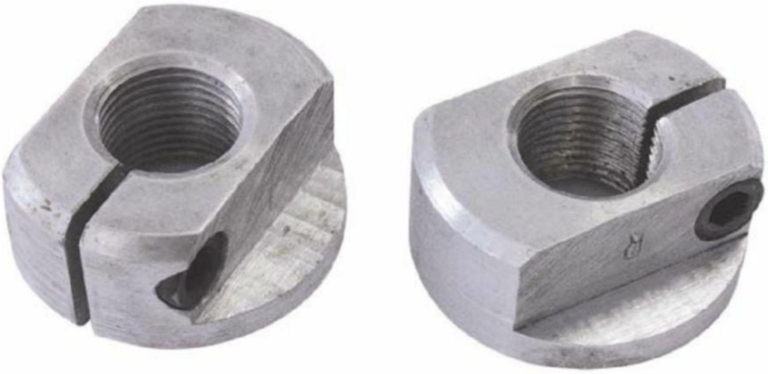
As well served as the VW scene is, there's still no real substitute for genuine VW parts. And, the aftermarket scene doesn't always cater for harder to find bits either. What you see below is an original manifold for a 30 horse engine. It was supplied by The VW Engine Company, who afer 40 years in business, have amassed a huge amount of original bits a pieces. They're like a little Aladdin's cave of VW goodies, so if there's an engine part you need, but are having trouble locating, visit the website or give them a call on 0208 6923326



Beetle wash bag

From: www.themonsterfactory.com
Price: £20

Camper shaped washbags have been available for a while, but now you can carry your all your gear to the campsite shower block in an orange Beetle shaped bag. Inside, you'll find zip and elasticated pockets. Good times



Link pin clamp nuts

From: www.vwheritage.com Price: £30.95

These are aftermarket spindle clamp nuts for Beetles with link pin front ends. They're aluminium replacements for the original steel jam nuts and make adjusting your wheel bearings much easier. A cheap but worthwhile upgrade if you're going through your Beetle's front end

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From: www.machine7.com Price: £18.25

Steering dampers weren't fitted until 1961 on Beetles, but they make a heck of a lot of difference to how your car steers/drives, especially once it's been lowered. If you're carrying out some suspension mods on your Bug we highly recommend you replace your worn out damper, it'll help keep your car pointing where you want it to go, not where the road tries to take it

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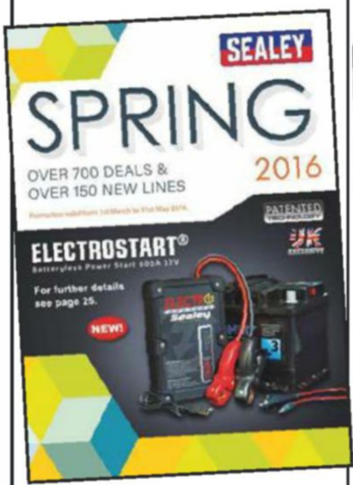

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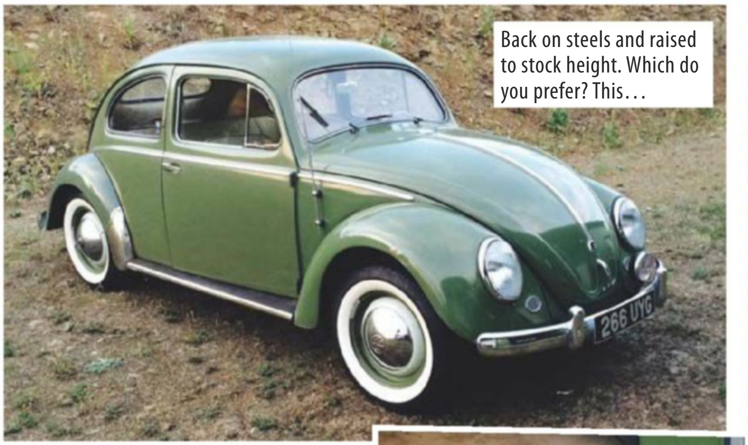
Letter of the month



Back on steels and raised to stock height. Which do you prefer? This…

On the green mile

Lajos Magyari, Hungary

Hello *VolksWorld*, we exchanged emails when I was buying the January 2014 issue cover car. I promised I would come back to you to complete the story, and here it is.

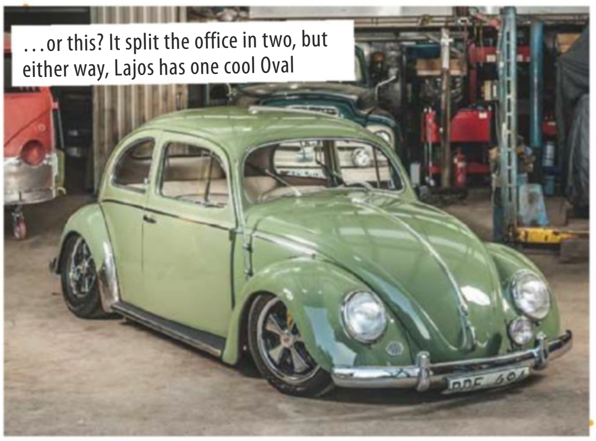
In short, I learnt about 'Green mile' from your online purchase issue (I currently live in Hungary). I had been looking for an original Oval for 15 years so, needless to say, I was thrilled by Jon's find in Sweden, and could 'smell' the patina of that car through the photos.

A few months later, I spotted his online ad, but didn't have much hope that it was still on the market, as already a few weeks had passed since the ad was placed, but fired an email over to him anyway. A few days later we had sealed a deal, without me even seeing the car (he had almost sold it to someone else, so I had to be quick and trust him). The deal included him trailering the car to Budapest (Jon likes the city and wanted to couple business with pleasure and bring a friend with him). So we arranged a time to meet with the car, when I could hear the whole story from him over a BBQ and beer.

Your magazine photos and getting all the rest of the photos your photographer, Laurens, took sent to me online built my confidence greatly to buy the car. It really is a fantastic timewarp car.

The plan is to keep it 100% original, so last year the original front beam went back on, the original wheels have been refurbished and paint aged to match the car and the engine is now out for complete dismantling for cleaning and checking over. It will be back on the road for spring this year. I have had the original tube radio serviced and it now works as new as well. Kind regards,

PS I have kept the lowering kit in stock so at any time it can be put back to low rider, or kept bone stock.



…or this? It split the office in two, but either way, Lajos has one cool Oval

Sexist beast?

Jim Cripps, Rayleigh, Essex

Hiya *VolksWorld*, I thought the letter from Graham Tench last month was a bit harsh. There is no doubt the paper quality has declined. In fact, I find the centrefold sheet often tends to pull out of the staples.

I always read the editorial and cannot recall any overtly sexist Comments. As for moronic, well, that is a subjective opinion. I think James tries to speak from the heart (but he should have finished the Penny Pincher!).

As for content, well, that is a major challenge (a magazine every four weeks?!) and I feel you do well given half the potential copy has to go to the *Camper&Bus* mag simultaneously. Cheers,

Hi Jim, thanks for the support. Paper quality is beyond our control, but who knows what might happen in the future. It can be difficult sometimes, but it's always a pleasure finding copy for the mag(s) (don't forget, there's now VWt to fill each month as well…). As for selling the Penny Pincher. It's gone to someone who has already finished it, and finished it to a way better standard than I ever could. I've got my reasons for selling that car, but they're really nothing to do with anyone but me. Cheers. - JP

The Penny Pincher has gone to a new owner, who's finished it!

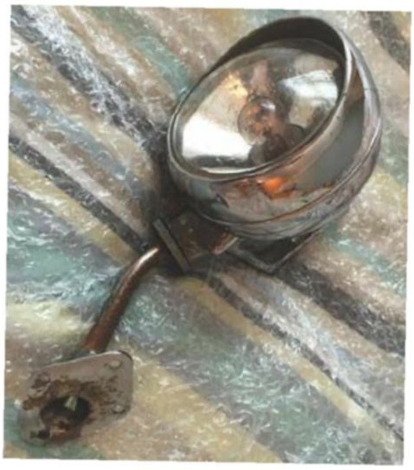
Shine a light

Andy Partington, via email

Hi *VolksWorld*, I am emailing on a whim really as I've come up short on finding any information, and just wondered if anyone had any idea or contacts I could follow up.

I have got a Styla Search / Spotlight, that was mounted on the door of a Beetle I had years ago. I sold the Beetle, but kept the light as I intended on using it later on 'something' as I liked it. Since then, it has been wrapped up and stored and forgotten about. Until recently, when I unwrapped it and attempted to find some information on it to sell, but I have come up with nothing, apart from a thread on thesamba.com. Any ideas or information from yourselves would be brill as nobody seems to know anything at all, Google included. Thanks in advance.

We've never come across one of these before Andy but, by the look of that mounting bracket, would suggest it's most likely a generic aftermarket lamp, not a VW-specific piece. We stand to be corrected though so, if anyone can shed more light on the subject to help Andy, please let us know. - JP



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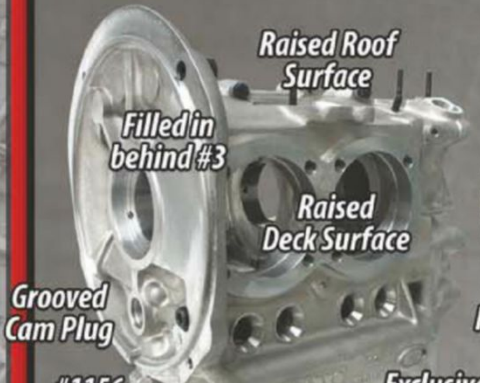
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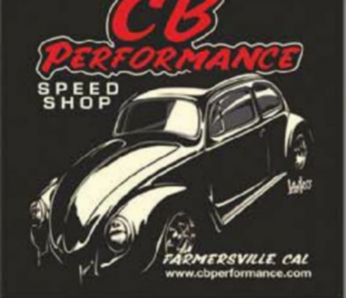
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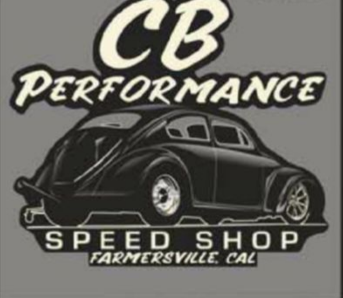
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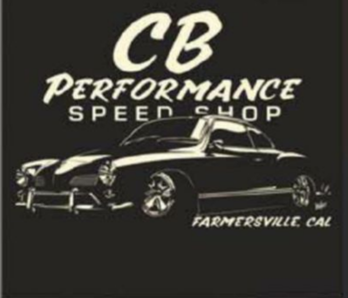
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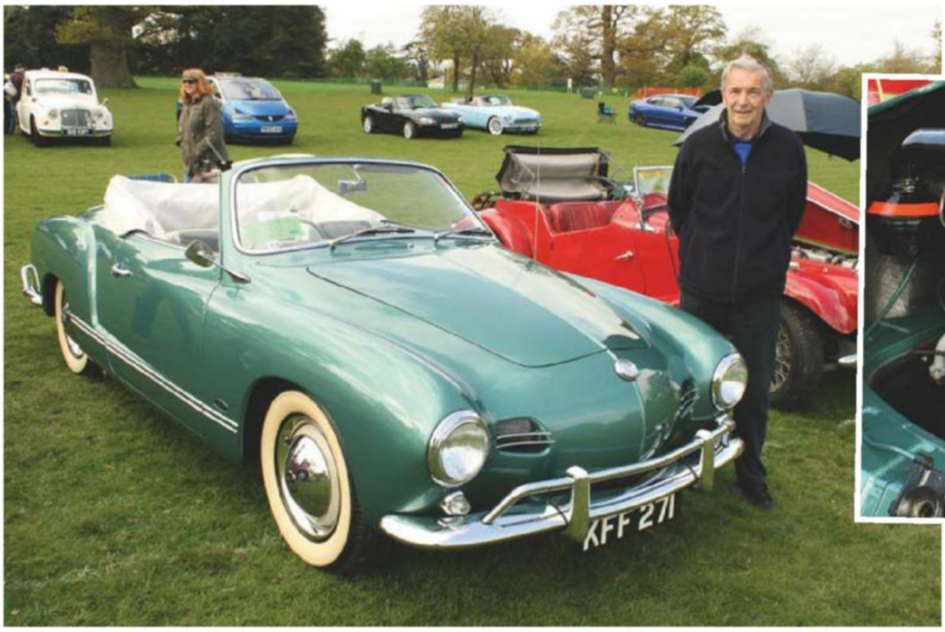
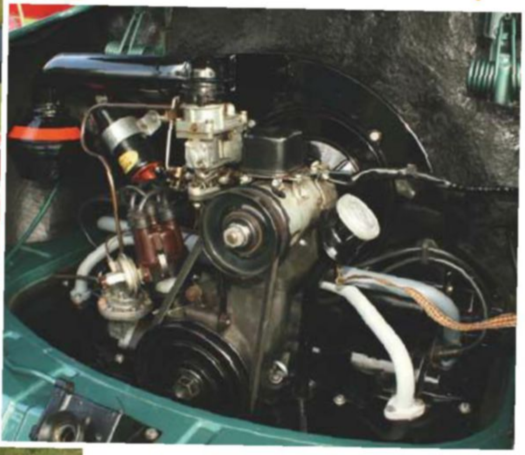
Car of the month



Original 30-horse motor was rebuilt when the car was, some 25 years ago, and is still going strong today



Unlike John, his magnificent Ghia hasn't aged one bit over the 20+ years we've known it!

John Figg, 1959 Karmann Ghia Convertible

John's Lowlight Karmann Ghia convertible is a fantastic example of the breed, which was featured a good many years ago in *VolksWorld*, but it's testament to his incredible cherished ownership, care and maintenance programme, that it remains in concours condition almost 25 years after John restored it. The car was sold originally by West View Motors of Waco, Texas to a W K Trammel. Some 10 years later, it had clocked up 83,000 miles and was then put in a barn.

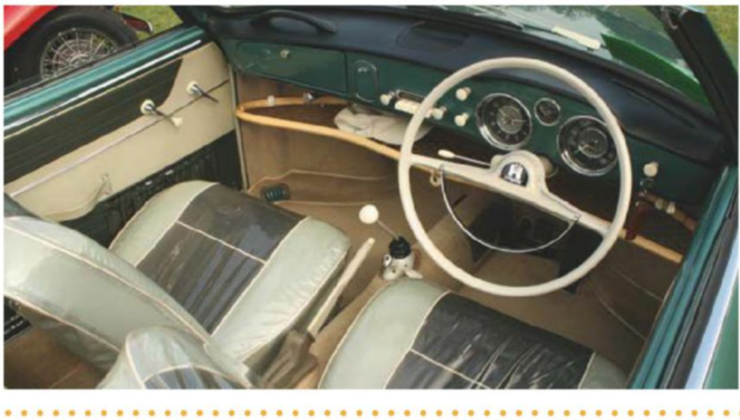
16 years later, it was purchased by J Walker of Dallas, Texas, who repainted it red and used it up until 1989, by which time it was starting to show its age. John bought the car in 1992 and shipped it to the UK. He stripped the car back to bare metal, finding no rust and no previous welding repairs in the process. He had it repainted it in the original colour of L417 Amazon Green Metallic, with Peter Comiskey of Letchworth, Herts, completing the job. It might be unthinkable today to do a right-hand drive swap on a Lowlight Ghia, but this was 1992 remember, and that's what John wanted, so he obtained a replacement dash from a '61 model and grafted that into the car.

New carpets were fitted by Dylan Cheasley of Bug Rugs using original '58 / '59 material samples for a perfect match. A new Mohair hood was also fitted, and original German cloth sourced for the headlining. Like your nan's sofa, the use of clear plastic seat covers ensures the material remains like new.

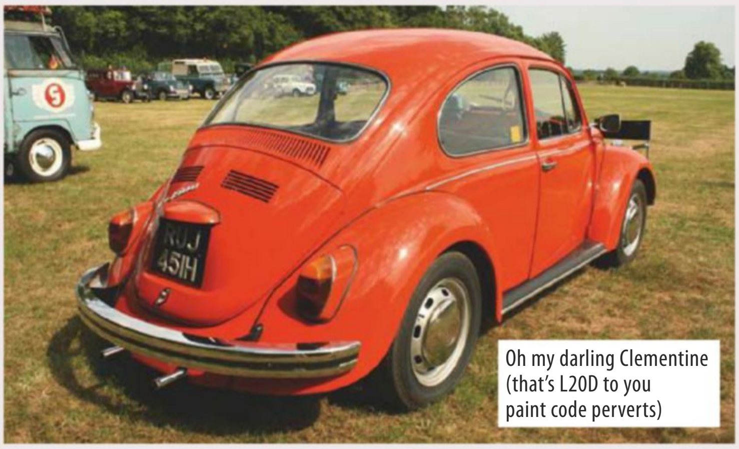
The car was back on the road for 1994 and driven to the Karmann factory in Osnabrück, Germany that year. Since then, the KG has gone on to win multiple awards, both in the UK and on the Continent, with perhaps the most prestigious being Most Beautiful Karmann Ghia at the 2007 anniversary meeting, celebrating 50 years of the Karmann Ghia convertible in Osnabrück, Germany, competing against over 300 Ghias from around the world.

> "It remains in concours condition almost 25 years after he restored it"

Yep, it's a right-hand-drive Lowlight Ghia, though it didn't come from the factory as one



Along with that other Lowlight colour, Trout Blue, Amazon Green has to rate as one of the finest VW colours ever. A truly lovely car



Oh my darling Clementine (that's L20D to you paint code perverts)

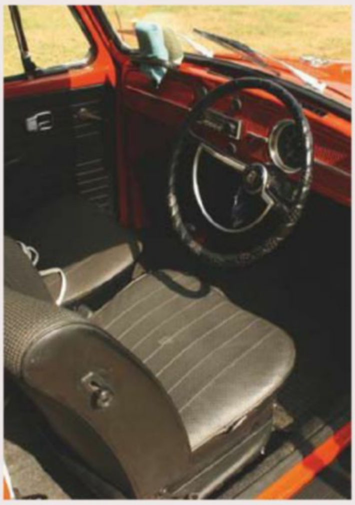
Melanie Cooke, 1970 1500 Beetle

In the past, Melanie Cooke used to own an orange Beetle, her favourite colour, so as a milestone birthday was rapidly approaching, she decided the time was ripe to acquire another Beetle, painted orange of course! Unbeknown to her, her husband, Martin, had already secretly purchased just such a thing, and had squirreled it away in the garage without her seeing it. "We had actually looked at the car together previously, but decided not to buy as it required too much work," recalls Melanie. "I later found out my husband collected the car after work one evening and brought it back home on a trailer. He presented me with the car on Christmas day, all tied up with a red bow."

The Beetle did indeed require a lot of work as the paintwork was covered in green algae from where it had been left sitting outside. The 1500cc engine was way past its sell by date and was swiftly removed for a rebuild. "Martin and I rebuilt the engine ourselves. We purchased some DVDs from a guy in America called Bug Me Videos, which are hands-on, step-by-step tutorials on how to rebuild the Beetle's air-cooled engine. So there we were, my husband and I in our garage with a television set, following every single step of the rebuild as explained in the DVD. After our engine build was complete, I emailed the guy in America and told him we'd finished! There's a full set of DVDs available and you could even rebuild a complete Beetle from the ground upwards using them."

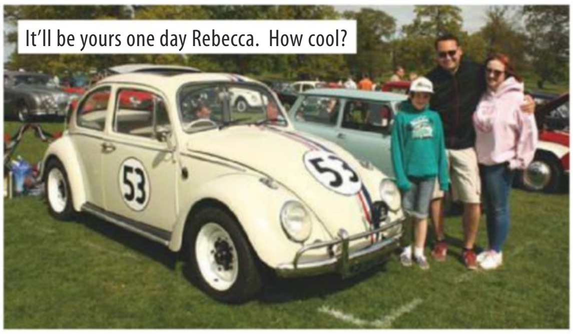
After T-Cutting the bodywork, the orange paint was soon gleaming once again and a new pair of running boards smartened it up no end. "I think it cost about £1,000 to get the Beetle back on the road again," says Melanie. "I use the car to commute to work, though mainly when the weather is dry. It has become a standing joke now, as I check the weather forecast prior to taking the car out! I run a hairdressers and the Beetle has pride of place parked on the drive in front of the shop. I service it myself and have already booked to go to loads of shows this season. I can't wait!"

^ Rebuilt using a Bug Me DVD from the States and a whole bunch of new parts



^ Black basket weave interior looks original to us. Editor Peene threw a rod over that 'retro' perforated steering wheel cover!

< Proof positive that 'it'll buff out' can sometimes ring true. Good job T-Cut

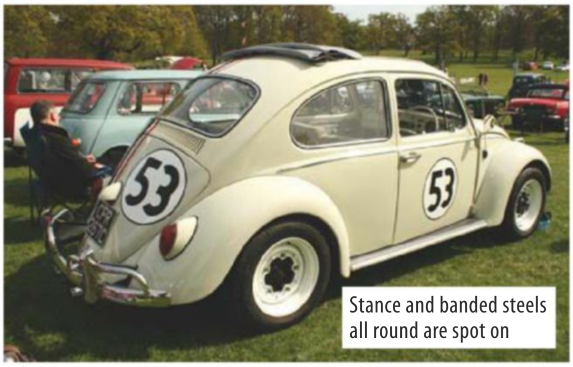


It'll be yours one day Rebecca. How cool?

Rajan Paymaster, '65 Herbie

Rajan Paymaster bought his 1965 Beetle in its 'Herbie' guise and requiring very little further work. "I've too many other projects underway already, I wasn't looking for another one! I'm also fairly heavily into Mk1 Golfs and have several of those, too," enthused the serial VW head. "However, my very first car was a Beetle and I always wanted to get back into air-cooled Volkswagens again. I knew exactly what car I wanted – it had to be a Pearl White, sloping headlight, pre-'67 Beetle, preferably with towel rail bumpers. This one came up for sale on eBay, if I remember rightly, and just happened to be in the Herbie guise, which was quite appealing. I've owned it now for around eight years."

The Beetle runs a 1600cc twin-port engine with twin 40mm Dell'Orto carburettors. "It previously underwent a body-off restoration and had quite a bit of money spent on it, and it's been done well," continues Rajan. "The interior has been re-trimmed using TMI covers and it's got a full length Golde sunroof. The Beetle sits on a set of Stockton widened wheels that were sourced in the USA and represent a kind of *Herbie Goes to Monte Carlo* / *Herbie Rides Again* fitment. I've had a lot of fun with the car over the years, especially with it being a Herbie lookalike, and I think right now it looks like being a keeper. I don't think my daughter, Rebecca, would ever let me sell the car, and I guess one day she will end up owning it."



Stance and banded steels all round are spot on

Interior looks sweet with its new TMI covers. Cheeky rev counter, too

WANT TO SEE YOUR CAR IN VOLKSWORLD?

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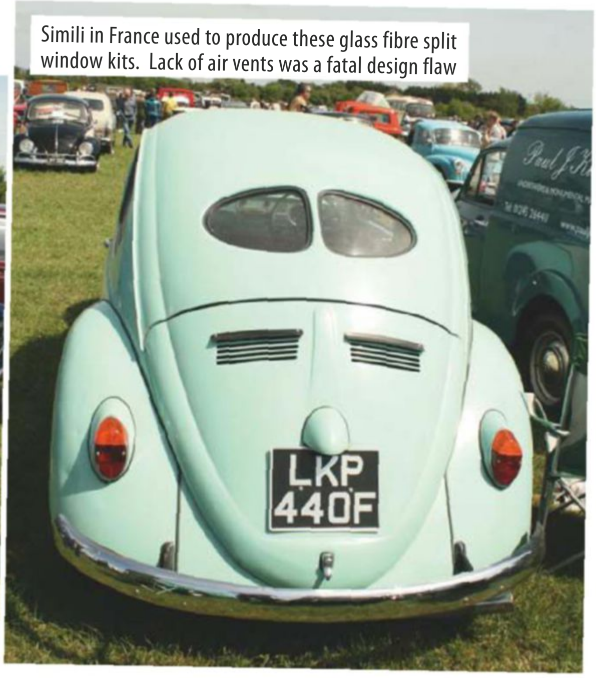
Two-tone paint was the clincher when Sarah Jane first saw this car. Will it revert to stock one day? We'll see


Simili in France used to produce these glass fibre split window kits. Lack of air vents was a fatal design flaw

Sarah Jane Edwards, 1967 Beetle

Hankering after owning a Beetle, two years ago Sarah Jane found her 1967 model on eBay, at the time being offered for sale by Strictly Aircooled of Chelmsford, Essex. "I had to buy the car as I fell in love with it. The two-tone colour scheme was very appealing, a bit different, and I call her 'Lady Bug'," she enthused. A bit different it certainly is, but what's the story with that split rear window? "It's an aftermarket glass fibre roof section and was already fitted to the car when I bought it," reveals Sarah Jane. You might also notice the lack of intake air vents iunder the split rear windows, which could swiftly lead to an air-cooled engine cooking itself, were it not for the mid-'60's Cabriolet decklid also fitted.

This was not without its problems though, as Sarah Jane explains. "The car was left out overnight on one occasion and it rained heavily. The 1500cc engine got drowned with water, as it ran down the roof and in through the cooling vents. The next day we added the two metal trays above the air vents, which help direct the rain around the side of the vents. Thankfully, I've not had a problem since."

Now that she's had the car for a while, Sarah, a member of the Essex Vee-Dubbers, says she would love to return her Beetle to original spec, but admits that's unlikely to happen due to the huge expense it would involve, not to mention the time factor, so for now it's just a case of keeping the rust at bay and the car serviced and on the road.

The interior of the car is in reasonably good original condition, and sitting in the dashboard is a period MW / LW Pye radio, that looks the part, even though it's not currently working.

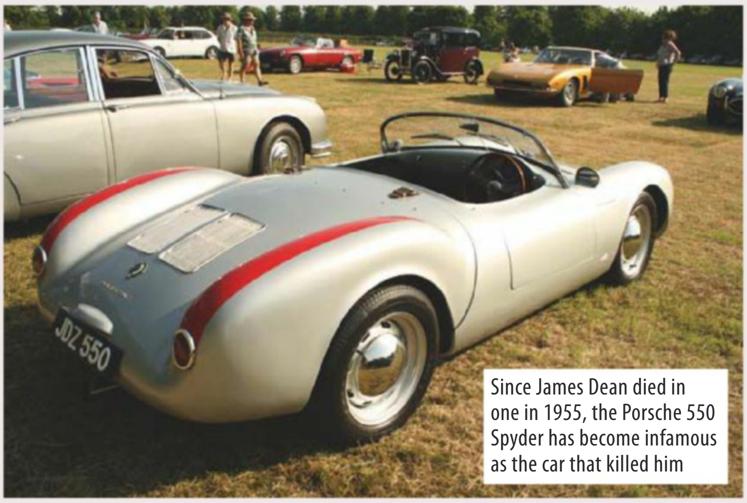
Daniel Graham, Technic 550

Nowadays, if you want to own a genuine Porsche 550 Spyder, you'll need very deep pockets indeed. However, there are a number of replica versions on the market and, amongst those, the Martin & Walker Technic Spyder is a high quality, faithful recreation of the original car. Daniel bought this one as a fully built car 18 months ago.

Like all Technic Spyders, Daniel's one is constructed on a purpose-built chassis, not a VW floorpan, and has the engine mounted amidship for optimum balance. Rear suspension is a De Dion rear tube, while the front suspension is double unequal length wishbones. Whoever specified the car originally chose the 1.7-litre Alfa Romeo flat four engine option Martin & Walker offer, rather than a VW or Porsche power unit, finishing it off with a centre exit stainless steel exhaust system.

The interior has been tastefully appointed with a Nardi wood rim steering wheel, Porsche instruments, Luke harnesses and a pair of black half-leather, half-cord seats, and the car sits on stock VW 4-bolt wheels with baby Moon hubcaps. "I've finished the car off with the rather cheeky JDZ 550 number plates," grins Daniel. "My favourite part of the car is the complete rear section of bodywork that tilts back to allow superb access to the engine."

Whichever way you look at it, the Technic 550 Spyder is a superb looking piece of kit and, while it may not have a lot of VW under its graceful skin, as far as replicas go, it's about as good as they get.


Since James Dean died in one in 1955, the Porsche 550 Spyder has become infamous as the car that killed him

^ With an Alfa engine and 'box, there's not a lot of VW here, but at least the driveshafts and brakes remain German

< Nardi tiller, Porsche clocks. Tidy

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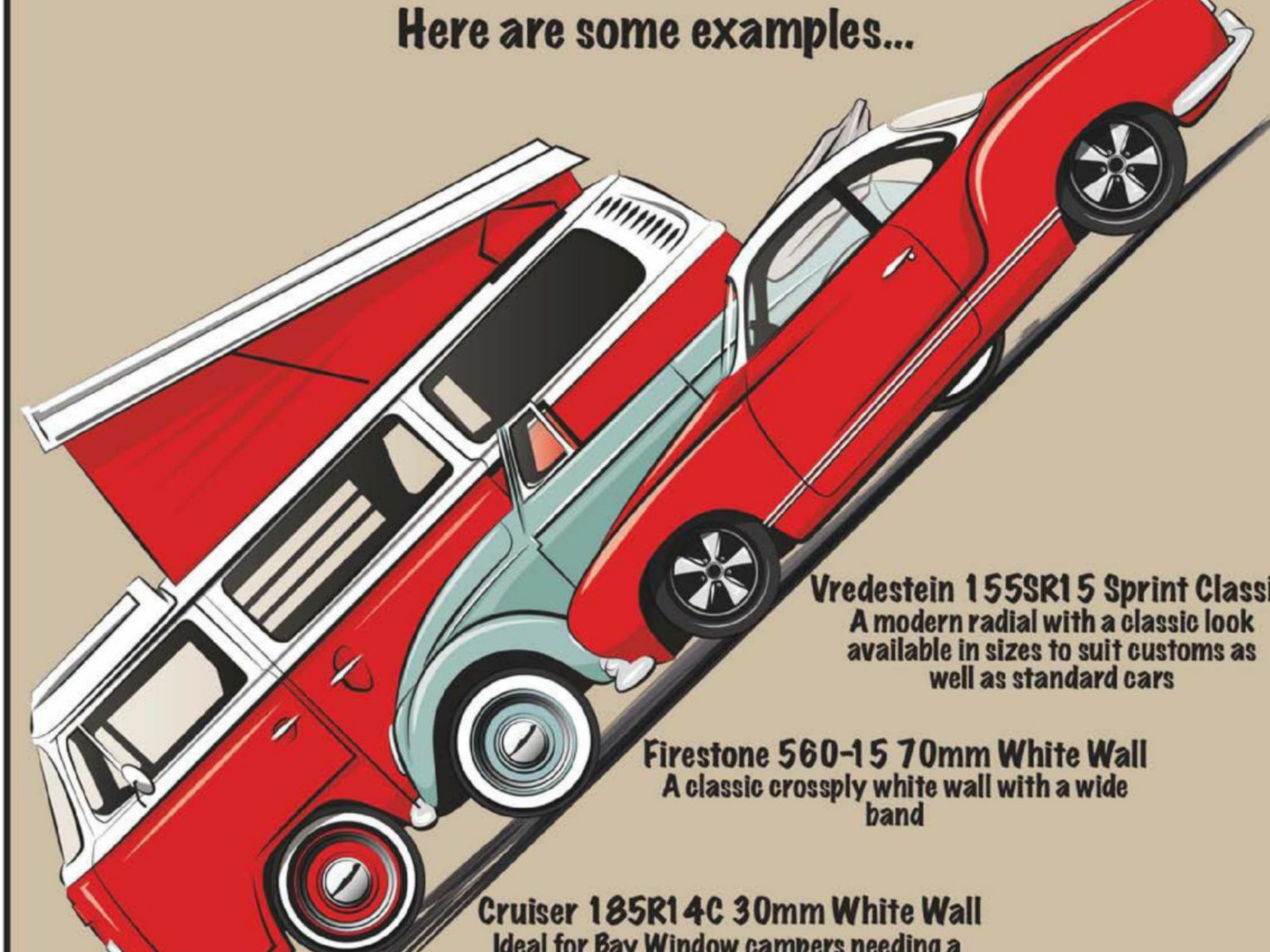

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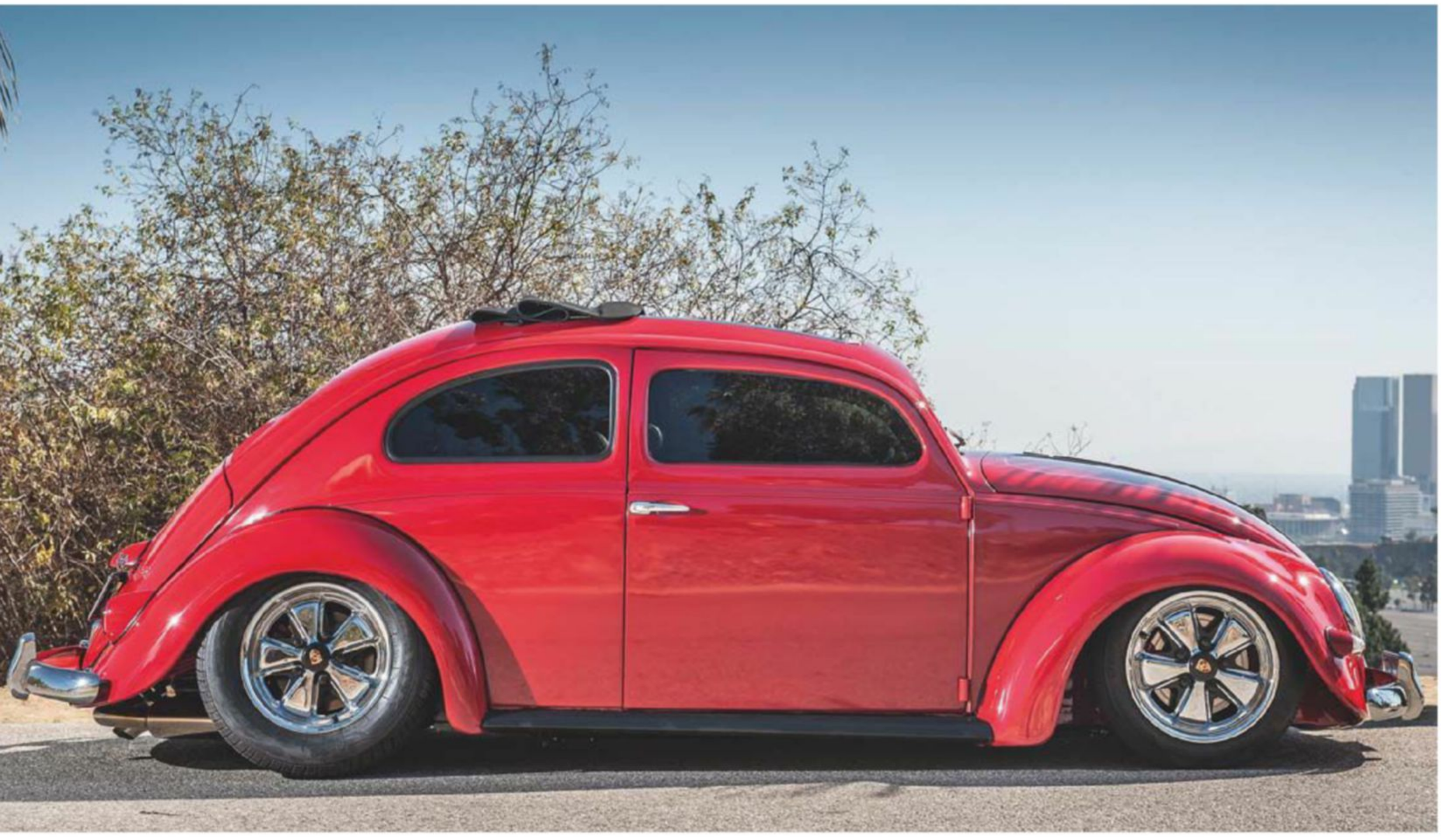
Diyablo returns

Yes, it looks a bit '90s, and yes, that is a German Folks script in the back window. Keep reading and it'll all become clear…

Words Mike Pye **Photos** Laurens Parsons



As the saying goes, 'Anyone can restore a car, it takes a man to chop one up.' Subtle angle chop is just 2 1/8 inch at the windscreen. Note the gentle lean on the b-pillars.

We've said it enough times over the years that it doesn't bear repeating again here, other than to say the German Folks VW Klub (GFK) have set a style and a precedent that many across the globe seek to emulate. It's fair to say it's become more focussed over the years, to a point where there's now a pretty set formula for Klub cars. The odd wild card engine crops up from time to time, even the odd wild card colour, but what you don't see in GFK line ups is radical customs. Until now…

We last met up – figuratively speaking – with Carlos Roberto Guzman in April last year, when his '57 Samba made an appearance on the cover of our sister magazine, *Camper&Bus*. Now that's what I'd call a classic GFK car – factory colour scheme, all the trimmings, narrowed beam 'n' chromed Fuchs, so I was intrigued as to why Carlos took such a different route with this car. It's another '57, but that's where the similarities end.

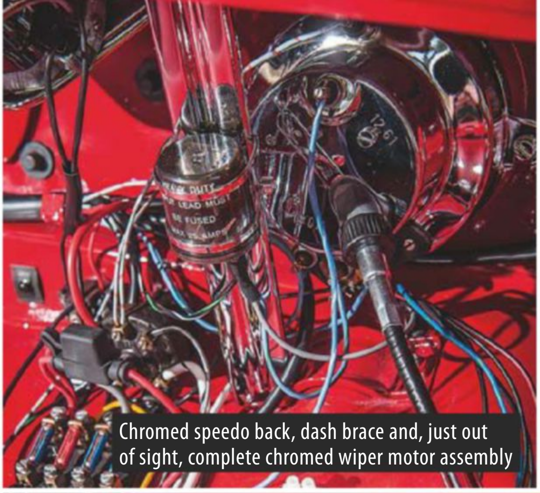
> "I wanted this car to look like it was pressed by the VW factory if they set out to build a sports car in 1957"

Carlos: "I've been into the VW scene for over 30 years, and living in Los Angeles you see just about every style of car, be it a VW or a lavish supercar. While growing up in the '80s, when the VW scene was at its best around here, it was the chopped cars that really made me take a closer look, and to see how people were chopping them. I would also check for fit, quality, finish and details. But not one car ever blew me away. Some were half-finished, others had really bad work done to them, so around 1991 I built a 1957 Oval." That car is the car you see on p30, christened 'Diyablo', with a vanity plate to match. However, while this car might stand out like a sore thumb in today's scene, such was the proliferation of custom VWs around that time, especially in California, that the car only ever made it into one Japanese magazine, but Carlos proved – if only to himself – that it was possible to chop a Beetle 'right' and to finish the car to a show standard. "I drove the hell out of that car," he remembers, "and while I knew of the GFK back then, and even talked to a few members, I was still on my own, or a lone wolf as one guy told me. I ended up selling that car for a convertible, but I've always missed it."

Vibrant red

You'll have worked out by now that Carlos is very much a GFK member these days, and proud of it too, which makes what he's done here even more meaningful. The main deviation from the aforementioned GFK style is obviously that chop, but there's a few other subtle differences you may not immediately pick up on. Did you clock the trim has been painted body colour? Or that the paint isn't a VW colour? Heck, it's not even a German car colour, but a hue called Vibrant Red from the Nissan palette, more commonly found on one of the Japanese manufacturers' Infiniti division models. And you'll find it in places you perhaps don't expect too, such as on the backs of the bumpers and overriders, and on all four of the CB Performance brake calipers. Look closer and you'll find more details that push this car away from the traditional GFK Resto Cal. For example, there are billet ali windscreen wipers, a billet roller throttle, billet alternator stand and top pulley and a strip of LEDs under the dash. Even the presence of one-piece windows and tints all round tells a story.

But just what is that story? Well, some 30 years after Diyablo broke cover, Carlos was sitting chatting with his dad when the subject of his old car came up. "Hey, Why don't you build another Diyablo?" he said, doubtless not for one minute expecting his son to go out and do just that. But the comment was enough to start Carlos thinking. And, as luck would have it, he had a pristine, totally original, '57 Oval squirreled away,



Chromed speedo back, dash brace and, just out of sight, complete chromed wiper motor assembly

Car only has a partial headliner to show off the chromed sunroof mechanism. Note that rear view mirror is a cut down Split item

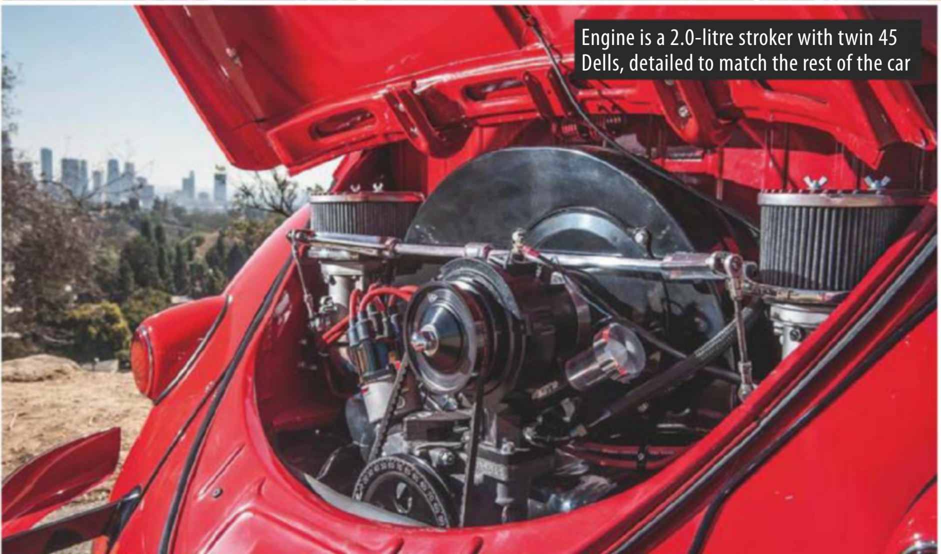
More chrome on the brake fluid reservoir, tank and framehead brackets, even the body plate took a dip before being re-fitted with NOS (!) rivets

Period perfect seats are out of a '91-vintage Nissan 300ZX

Excessive? Hell yeah

Steering wheel is an early '90's Grant, re-trimmed to match the car

No back seat, just black carpet with black vinyl edges stitched in bright red all the way through



Engine is a 2.0-litre stroker with twin 45 Dells, detailed to match the rest of the car

Electric, heated seats are up and running

FULL
3/4
1/2
1/4
TANK

with the idea of one day giving it to one of his two sons to drive. "Believe me, I restore these cars for a living and good ones are getting harder and harder to find, so when Bob Koch offered me this one, I didn't hesitate to buy it." That day came when the son he had lined up for the car announced what he really wanted was a bit of Mopar muscle, not an old Volkswagen, however clean it might be. "I mentioned my plan to recreate Diyablo to some of the GFK members, and one guy totally lost it, asking why I would want to cut up such a nice car? My answer to him was that when you start with something nice, you end up with something nice." And so it was out with the Sawzall...

Like many people I've met in my time around VWs, I've never been much of a fan of roof chopped Beetles. Rich, perhaps, coming from someone who has chopped one in the past, but I say that having done a great deal of research into the subject before making that first, deepest cut on my own car. And throughout all that research, I came to the conclusion that there is an optimum amount you can chop one. Four inches – the traditional drag race chop – is too much in my eyes. It completely changes the car's aesthetic, and not for the better. And maintaining that aesthetic on a car from the high water mark of VW's design is the hardest of all. Unless you do what Carlos has done here and leave the rear window area well alone. "I started gathering all my old photos of the original Diyablo and studied them over and over. I clearly remember building that car, so I knew what I could get away with, and what I couldn't. For example, the drip rails on both sides were cut off and new ones grafted on, but you'll never find where, or how we did it. Nor will you ever see how we fitted the original two-fold ragtop. I wanted this car to look like it was pressed by the VW factory if they set out to build a sports car in 1957. It took two other Oval Windows and like 10 doors to donate enough metal to chop this new car." I can hear the purists crying into their beer from here.

"It took two other Oval Windows and like 10 doors to donate enough metal to chop this car"

TECH INFO

BODY: 1957 Oval Window, angle chopped and with a two-fold ragtop let in; paint Infiniti Vibrant Red
ENGINE: George Schmidt 2.0-litre Type 1; twin 45DRLA Dell'Ortos; electronic ignition; stainless Sidewinder exhaust
GEARBOX: Ranchop Pro Street; 4.125 ring and pinion; steel forks; welded 3rd and 4th; '67 axles
SUSPENSION: Franklin's VW Werks 4-inch narrowed balljoint beam; dropped spindles; lowered spring plates; CB disc brakes all round

Optimum chop

In the end, Carlos decided a subtle angle chop was the answer on the second Diyablo, just two and a half inches at the windscreen only. It's all about restraint you see. However, doing a chop this way leads to a discrepancy at the b-posts, which can only really be solved satisfactorily by angling the posts forward. Any roof chop on a Beetle requires the door tops be chopped to suit, but that becomes that bit more complicated on an angle chop where the angle of the b-post and the trailing edge of the door has

To appreciate this car, you have to get out of the 2016 mindset that says stock is the only way to go. This car deserves its one-piece windows, and custom trim and it wears 'em well

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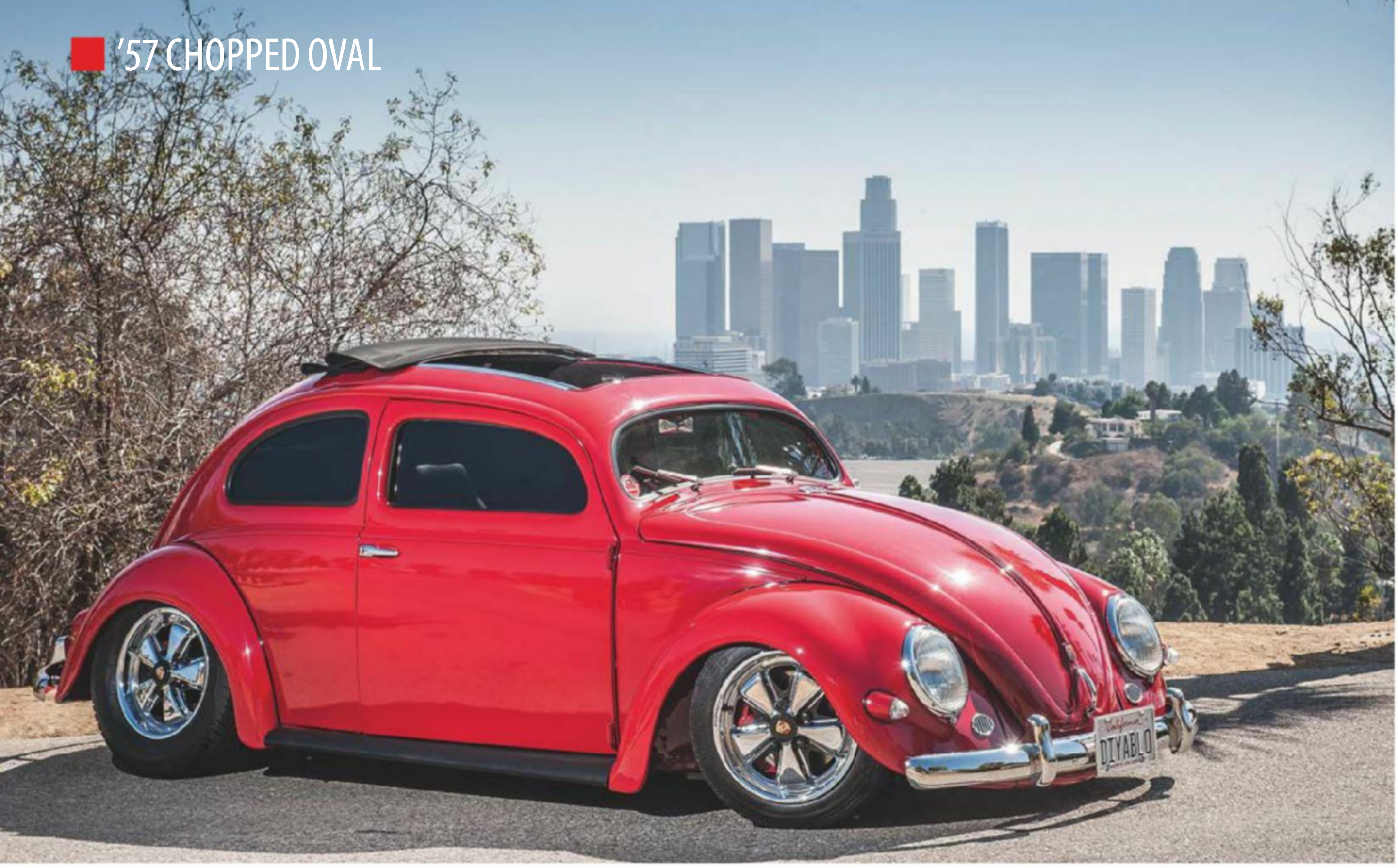
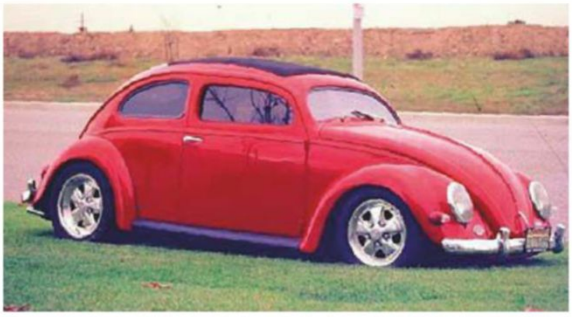




Look again, this is not the same car. This is the first version of Diyablo Carlos built in 1991. Now you can play spot the difference

Car gets its wild stance from a combination of Franklin's four-inch narrowed balljoint beam, '67 rear axles and dropped spring plates and 5.5 and deep six earlies with 125 Firestones and 215/65 Firehawks. No air required

to be exactly the same or the whole thing will be to cock.

'90's heritage

Step inside and the early '90's heritage Carlos wanted to recreate is plain to see. Like the paint, the seats also have Nissan heritage, previously having called a '91 300ZX home, and the full power functionality of the driver's one hasn't been lost in the re-homing process. Following the theme, the steering wheel is a period Grant, re-covered in black and red leather with its optional centre cover trimmed in contrasting suede, with a Porsche crest for good measure (remember, at the time the first Diyablo was built, the hot ticket was to use as many parts, and as many styling cues from Stuttgart as possible on one's VW). Following on from that, the chromed Fuchs, themselves outfitted with black centre caps and wheel nuts, have discreet Porsche script decals around the rims. Small details individually perhaps, but together they add up to a more significant whole.

"One guy totally lost it, asking why I would want to cut up such a nice car"

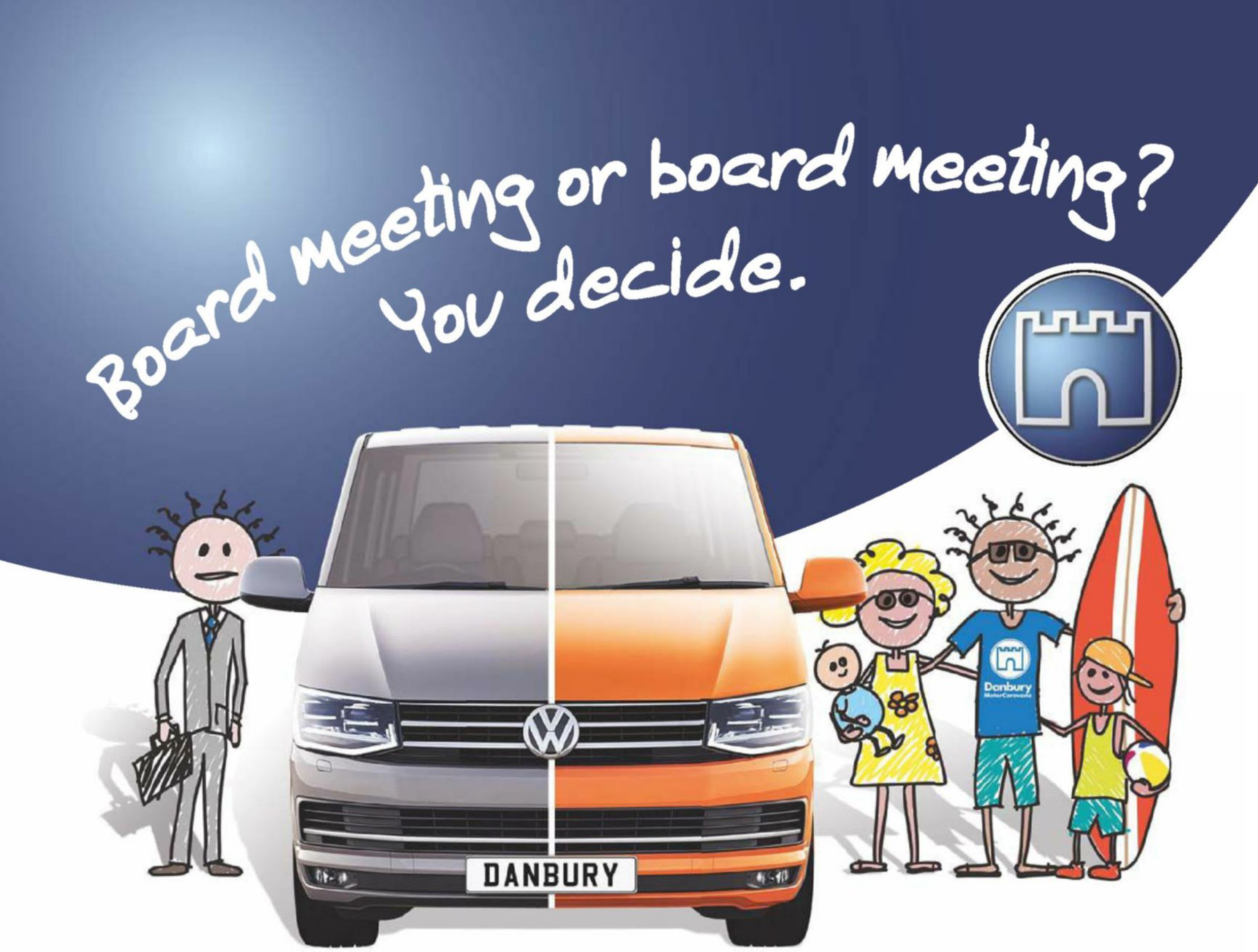
We're well aware this car will divide opinion today, and it did just that in the office when we received the pictures of it from our snapper. Personally, I think much of that division stemmed from the fact the car didn't fit into the Resto Cal pigeon hole we have come to associate with GFK cars. But perhaps that's not such a bad thing. After all, there are plenty of meticulously detailed cars that do fit that remit in the club already, it's kinda nice to see one of the prominent club members taking a different route with one of their cars. Carlos: "Building cars for me is something I take very seriously, and I like to show my work to people and maybe inspire them to build something different, something that wouldn't get lost in a parking lot." It's ironic, perhaps, that Carlos' wish to inspire others by what he builds ended up inspiring himself, but I'm willing to bet he knows he's built a better car this time round.

We are family

The 64,000 dollar question, though, is what did the other GFK members make of it, especially when he put that infamous script in the back window? "I did hear through the grapevine that a few members were not cool with a logo on the car, and I was kind of bummed when I first found that out, but I still went along with my plan to be the first, and probably the only, chopped car in the GFK. I had to put the logo on the car to show the world that even though we – the GFK – are a family, we all come from different backgrounds and different paths in life.

"I've had many people look at the car and tell me they're not fans of chopped VWs, but that this one made them really step back and see how nice one can look when you have lots of imagination and an eye for detail. In the end, the car stood out and, more recently, I've had a couple of members call me to give me props on the car. That made me feel good, but just building the car – better and meaner than the first time – is what it was all about for me, and I think when people hear the whole story behind it they'll understand the car."

I get it, how 'bout you? ■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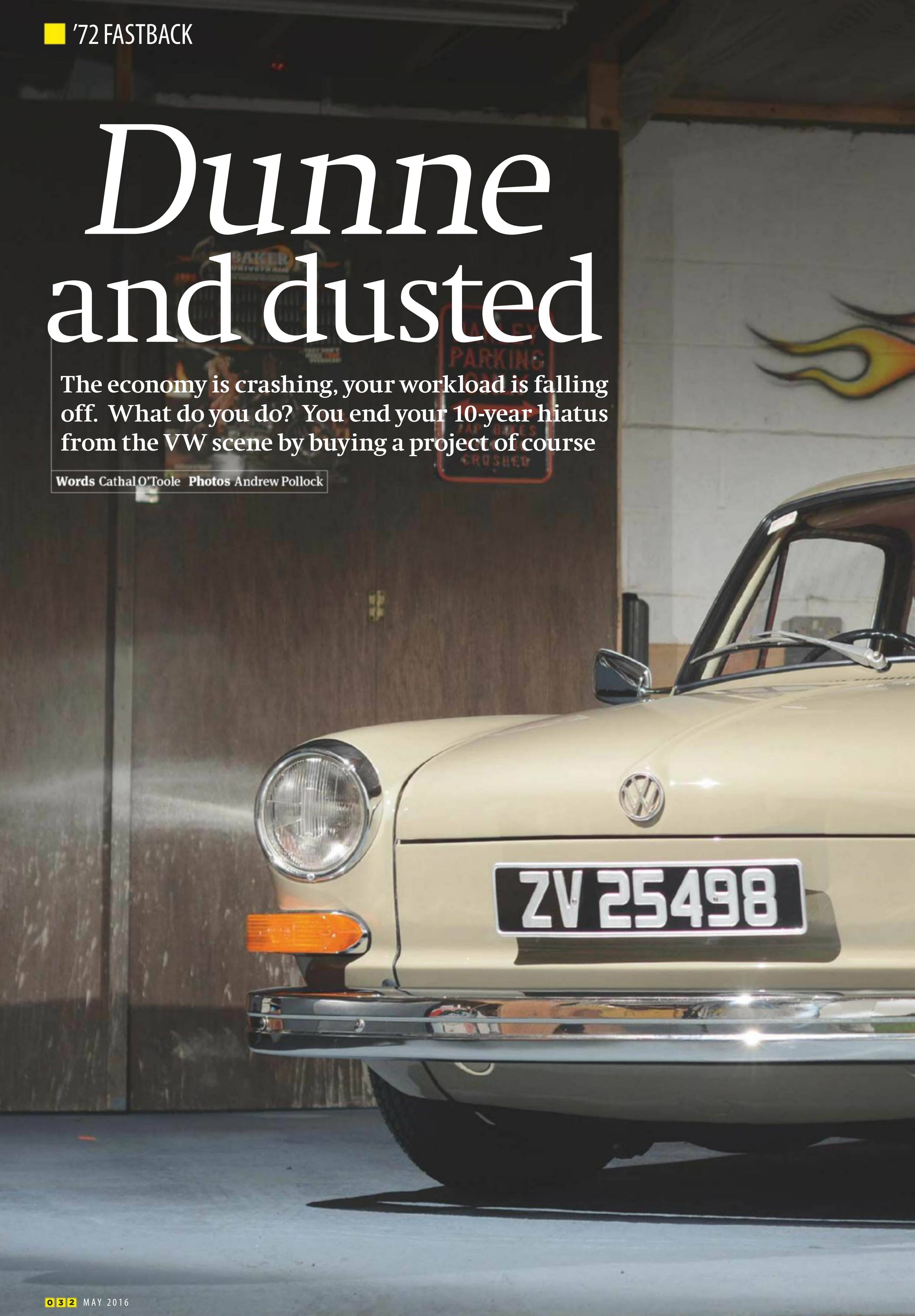
Dunne and dusted

The economy is crashing, your workload is falling off. What do you do? You end your 10-year hiatus from the VW scene by buying a project of course

Words Cathal O'Toole **Photos** Andrew Pollock



To give some background to this story, 11 years ago, Slough native, Colin Dunne, and his wife, Karen, followed his Irish father back to the then booming Irish economy, leaving brother, Sean, to keep an eye on Slough. Speaking of Sean, it is he that fuelled Colin's fascination with VWs that has brought him from the start of the UK VW scene in the mid-'80s, through a hiatus while children Conor (13) and Jessica (10) took priority, right up to this Fastback today.

"My brother's first Bug was a 1970 1300," recalls Colin. "The type you dream of now – no rust and a superb runner, until he stacked it, which resulted in a glass fibre flip front being installed. The seed was planted and most weekends there was a row of Bugs outside the house belonging to the bro's mates."

Colin's own VWs fitted right into that time frame, starting with a 1303S resprayed black, with Recaro seats and twin carbs, then a 1302 with a Wizard 'Testarossa' kit, complete with oversized wings and huge rear tyres, and finally a 1500 semi-auto Beetle.

Fast forward to July 2011 though, and Ireland's economic bubble had well and truly burst. Work was drying up for this sparky and, with lots of unplanned spare time on his hands, Colin found himself scanning the classifieds when he happened upon this Type 3 for sale in Cork. Colin ignored the ad for a few days as the car was a three-hour drive away, but something drew him back. "I showed the good lady and said, 'ere', what do ya reckon on this?' 'Mmm… different,' was her reply, which wasn't a no, so I gave the bloke a call and set off to have a gander." Having never owned or driven a Type 3 before, before he set off

>

The Pigalle-themed interior is a winner in our books

Colin did a bit of interwebbing to find out more. Three hours later, the car was on a trailer heading to its new home in County Offaly, where a rather long shopping list was started. Tickets were bought for the upcoming VW Action where he hoped he would pick up most of the parts he needed. Wrong! The only parts he found were some rear light clusters. Next came a trip to the US, which resulted in each of the six people travelling returning with Type 3 parts in their suitcases, including new stainless steel side and sill trims, and a replacement spare wheel well!

Before any of those lovely new trim pieces could be fitted, though, there was the arduous task of rust removal to get stuck into. Again, though, as anyone who owns a Type 3 knows, the problem is a lack of off-the-shelf repair panels. But Colin's a talented little blighter so he made his own. Both front quarter panels saw quite a few sections of rot cut out and panels fabricated, while the spare wheel area, which was rotten on both sides, required Colin-fabricated panels. The air box is an area that rots in almost every Type 3, and Colin's was no exception, so he firstly removed the tubing from inside the dash so as not to melt any plastics, then fabricated repair panels for this area, too. He also took the decision to weld up the vents in the front scuttle to prevent any further water ingress in the future. This little mod may not be something the purists like, but he had a little trick up his sleeve to pacify the flat cappers somewhat so don't go anywhere.

> "Colin's a talented little blighter, so he made his own"

The windscreen surround also required some of Colin's repair panels due to moisture becoming trapped behind the window rubber. Both rear quarters required some loving too, as did the bumper mounts, which had pretty much disintegrated so had to be rebuilt from scratch. Believe me when I say I'm giving you a brief synopsis, because I couldn't fit into this feature all of the places this car needed work, and the number of individual panels Colin had to make. Suffice to say, the list includes repairs to the floorpan edges and under the battery, the front edge of the bonnet, sections of the rear wings and the rear air boxes. He only made life easier for himself at the front by replacing the front wings completely.

Trolly dolly

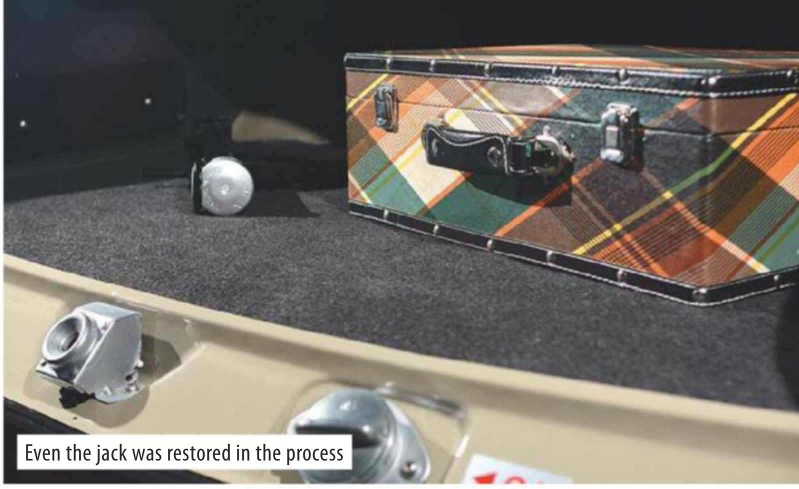
With the bodywork repairs done, the time came to split the body and floorpan. The body was put on a homemade mobile dolly and pushed into the corner while the 'pan was pushed outside for a hot date with the blaster. With that done, the 'pan was given a coat of primer, followed by stonechip (underneath only), which was then topped off with two-pack gloss black. The front beam was stripped, blasted and painted gloss black before being re-fitted with what you might think are new components, but are actually the old ones refurbished using electrolysis and then painted. "That shit really works!" says Colin of the DIY process. Once he said that, I had to ask. "Most people use a 12V car battery charger to connect to the electrodes and the piece that they're treating, but I found this too slow so substituted the battery charger for a welder, which boiled the water and gave instant results. I couldn't wait 10 hours for a piece to complete, but the welder had the job done in half an hour. Watch out though it does give off a gas, hydrogen I think, so no smoking!" At that point I thought it best to steer away from that health and safety minefield and get back to the restoration.

In order to have the chassis rolling once again, Colin's attention turned to wheels, more specifically the stock rims, which were blasted, primed and painted red, then the tyres fitted with Atlas whitewall flaps. However, Colin didn't think it looked right, so he removed the tyres, broke out the paint gun again and this time laid down some gloss black.

The body was painted in two pack by Colin in his garage (we didn't ask about the health and safety precautions undertaken there!), and the original lifeboat orange hue is now but a distant memory, replaced by an original VW colour, L568 Sea Sand. The body and all its

>

It doesn't have to be full of trinkets to win judges over


Even the jack was restored in the process

They said it was all about the bass, but here it's all about the airbrushed vents!

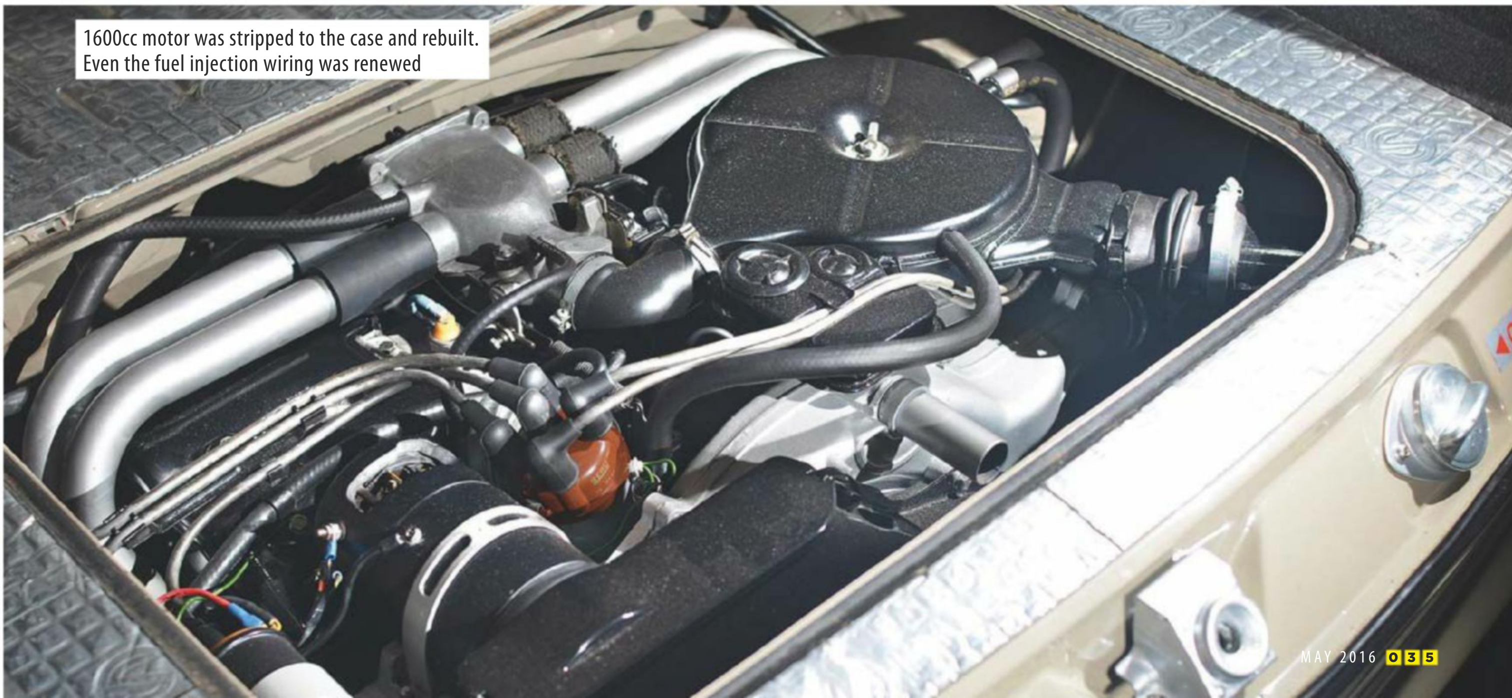
Painted steelies, whitewall flaps and smooth domed 'caps are subtle mods

Rear belts keep Conor and Jessica held safe on the TMI-covered seats

Highback seats were original to this Fastback

To replicate the stipple effect on the dash, stonechip was used!

US-spec all-red rear lenses and trimless stainless bumpers are nice, subtle mods


1600cc motor was stripped to the case and rebuilt. Even the fuel injection wiring was renewed

panels were colour sanded and buffed to give a deeper lustre, more often associated with a professional paint job.

Colin wanted a Pigalle-style red interior in the car, so to achieve this he began by fitting new padding to the original high back front seats and the rear seat in preparation for the TMI (#17) red covers. Matching TMI door cards were also part of the order. To get around the cracked dash top, Colin repaired the cracks with plastic filler and smoothed it off. Then, to get the factory-style stippled effect, he sprayed on some stonechip paint and then some SEM Firethorn red, which is the closest match to the TMI red as he could get.

Being a sparky, Colin had to do something electrical, and that something was to strip all of the gauges down, paint the bezels metallic silver, the needles red and then re-wire each of them with a strip of red LEDs, which not only fits in with the Pigalle theme but gives a nice glow to the dash, too.

TECH INFO

BODY: 1972 1600 TL Type 3 Fastback

INTERIOR: Pigalle-style all red interior; factory highbacks; charcoal carpets

ENGINE: Fuel injected 1600 pancake motor

WHEELS AND TYRES: Stock steels with Atlas flaps

SUSPENSION: Lowered two splines at the rear; rotated on the torsion bars at the front

Colin's little trick I mentioned earlier, in relation to the scuttle vents? You'll recall he welded them up but, to retain the stock look, and to keep the purists happy, he came up with the ingenious idea of air brushing the vents back on. Admit it, you hadn't noticed it until I told you, and Colin reports most people don't even spot it when they see the car for real. Once it's pointed out, they just have to touch it.

A knot and a prayer

To give you an idea of timescale, Colin had been working to an "as long as it takes" deadline since 2011, until five months before Bug Jam 2015 when that turned into "wouldn't it be great to drive to Bug Jam?" Trouble was, the body and 'pan were still apart, the 'shell had no headliner, there was no interior and the engine hadn't been touched. But, despite just a 40-mile test drive the day before leaving, he made it and set off for Sants Pod in England. "We set off with a knot in my stomach and a mind full of 'what ifs?' We got about 200m down my country lane and it bottomed out on the towing eye, so it was back to the house, angle grinder out and off with the offending article – just what you need at 5.30am!"

It was worth all the effort, though, as the car won a Judges' Choice award at the show, which is a credit to Colin's many talents (although he's quick to thank his wife, Karen, for being his rock of reason, replacing panic with logic whenever required). He also credits his brother, Sean, who spent his entire year's holiday entitlement in Ireland helping get the Fastback finished. Without his help, Colin said it would never have happened. But then without his help all those years ago, Colin's VW obsession would probably never have started, so now they're quits, right? ■

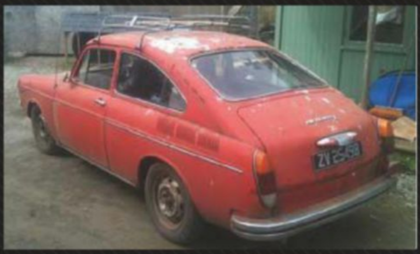
> The man of the moment, Slough native turned Irish ex-pat, Colin Dunne, is back in the VW scene for good!

ONLY
JAP BIKES WILL BE CRUSHED

∨ This is Colin's garage, where the Fastback was restored, and painted. Top work fella

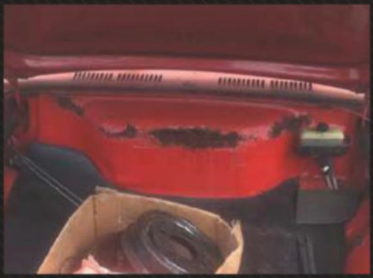
"He came up with the ingenious idea of air brushing the vents back on"

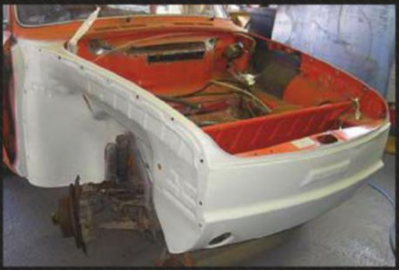
THE BUILD



Just your run-of-the-mill late model Fastback, complete with lots of rust (or patina if you prefer)

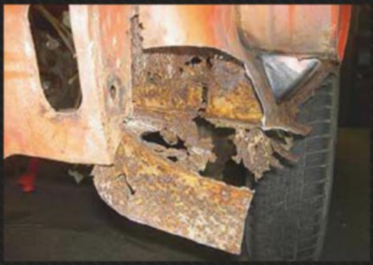
Show me an Irish Type 3 and I'll show you a rusted airbox. Repair panels are not available for this area, so you have to get creative

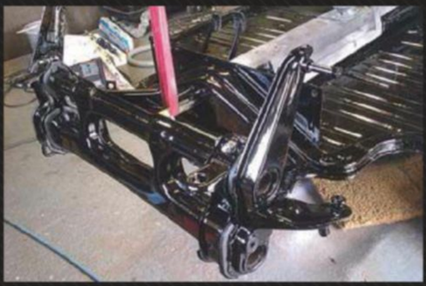




In fact, very few repair panels are available so Colin made his own, and brought back a spare wheel well from the States in his luggage!

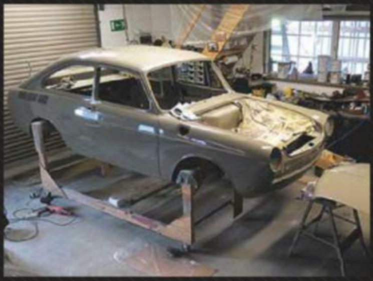
The rear air boxes and surrounding metal needed a lot of work. This shot is indicative of a lot of what Colin uncovered in the restoration process





This photo shows the repaired and painted 'pan mid build up

The freshly painted 'shell sits waiting to be reunited with its chassis. Note the handmade dolly to move it about on



The bane of any restorer (but the boon of the bulldog clip salesman) the dreaded headliner job

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Cruise To The Prom queen

Words Mike Pye **Photos** thru-a-lupe photographic

Sometimes it takes a shocking event to kick start a project and, in the case of Jason Swan, it was the death of his friend and all-round VW good guy, Clive Allen. We think he would be very proud

17-inch Porsche Twists really work on a Big Beetle. Tyres are 165 and 215 40-series and the brakes are 944 discs all round

At 45, with a history in VWs that goes back as far as a picture of a Wizard Roadster and the series of build-up articles on Colin Burnham's old Cal Looker in *Street Machine* magazine in 1985, two years before the first Bug Jam and the emergence of *VolksWorld*, Jason Swan is a man who has seen all the UK VW scene has to offer. "I was just blown away when I saw that Wizard, I had to have one," he recalls. "But I ended up buying a '67 Beetle, lowering it with a Select-A-Drop – which was deadly, but did the job – putting a set of 8-spokes on it and painting it red. Instant Cal Looker, right?" That car transported Jason to the third Bug Jam, and he's never looked back.

"All thoughts of an Oval drifted away on the breeze"

A '63 Bug replaced it, and that made way for a Type 25 that was given the full custom treatment, including hydraulics, and went on to collect a few pots at the old Beetle Bash festivals at Avon Park. Heady days. "I spent a lot of money on that Van, and really got into the showing cars thing for a while, but when I sold that in about 2000, I decided what I really wanted was an Oval. Being good friends with Clive Allen of The Old Dub Shop, down Bristol way, Jason mentioned he was looking for an Oval to him in conversation one day. "Right, well I've got this 1303 Cabriolet coming in…" he said with a grin. "Clive had just bought a '68 Cabriolet at the time, and was enthusing about us both having Cabs together," remembers Jason. "So I suppose he talked me into it really. And when I saw the car, it was really nice. It was on the road, MoT'd and, more importantly, it was two grand, at a time when you were looking at at least five grand for a nice, up and together Oval that didn't need a whole load of work doing."

How much difference does that body-coloured dash top make? That, combined with half-leather, half-vinyl trim really adds an air of opulence to the Cab's sumptuous interior. Starbug Interiors in Doncaster take a well-deserved bow

The drive home from Bristol to Jason's house sealed his fate. "Compared to my old '63, it was fantastic. Just a completely different drive. It was smooth, comfortable, handled the road better and, being US spec, it's got a steering rack too so that made it even better. By the time I got home I was thinking maybe I could do something with this. And there really is nothing like driving a Cabrio in the summer."

Suffice to say, Jason was hooked, and all thoughts of an Oval drifted away on the breeze. "I knew there was an issue with the hood when I bought the car so I took that apart immediately and it needed a new rear bow, new padding and a new outer cover. I've always had to do my cars on a budget so, as much as I'd have liked a mohair hood, it got a vinyl one instead. Then I had it repainted in Volvo Saffron Pearl, a colour they were using on T5s around that time. But just doing that blew my budget completely. And then, in 2001, my first daughter, Jenna, came along. And two years later the second one, Ellie." Further personal upheaval in the years that followed led to the car being sidelined and left in a garage some 14 years. And it might have stayed there had it not been for the devastating news of Clive's sudden and untimely death at the tail end of 2013. "We'd actually sat down and talked about him building the car for me," recalls Jason. "With me working away most weeks I knew I didn't have the time to do it, but Clive wanted to help me get it done. In fact I'd only been speaking to him the week before he died, and he said he had an earache. I told him to go to the doctor, but, well, you know what us blokes are like. When I heard a week or so later that he'd died, I thought sod it, life's too short, I've got to get the car done now."

Paint by Pallet

And so, with renewed enthusiasm, tinged with a touch of sadness, Jason went back out to the garage to look at the Cabriolet with fresh eyes. "The paint had started to crack in a few places and there were a couple of small bubbles, so I spoke to my mate Johnny [Drinkwater]

60mm wider rear wings are from LA Performance and, combined with 8.5-inch rear wheels, really add some meat to this fat chick

at Paint Pallet Auto Bodies. We were all friends with Clive and he wanted to see the car done in his memory as well, so he said, ‘I tell you what, you do all the work and pay for the materials and I’ll paint it for you.’” By ‘all the work’, Johnny meant the dismantling, paint stripping, rubbing down and general dogsbody work, while he did all the skilled work that goes into a finished paint job. “I’m no painter,” says Jason honestly, “I probably did 10% of the work and Johnny did the rest, and we took it all the way back to bare metal this time.”

“He was going to finish the job, as much for Clive as for himself”

Perhaps surprisingly, considering the car is thought to have come over here in about 1990, it proved to be extremely solid under the old layers of paint, requiring just four little tiny spots of welding before paint prep could begin. “I don’t know much about the car’s history, but I suspect it had been restored before at some point in the past. It also said it had a 2110 on the logbook, though when I got it it had a 1600 in it, so I guess someone imported it, took all the bits they wanted then sold it on again. Either way, I’m quite happy with what I got, especially considering what I paid for it.”

Cheers dad!

This time, though, Jason was adamant he was going to finish the job, as much for Clive as for himself, and set himself a deadline of last year’s Cruise To The Prom – a show Clive had been actively involved in – in his home town as the date by when it had to be finished. With the painted ’shell set up in his dad’s bigger, warmer garage, he set to the task of re-assembly himself, with just six months in which to do it. “I’d been looking around at German Look cars, and had even started pricing up parts for a 2.4 Type 4 motor, but the cost was ridiculous. At the end of the day, I’m not interested in drag racing, and don’t want to be constantly tinkering with something in the garage. It’s been there too long already for all that, I just want to be out driving it.”

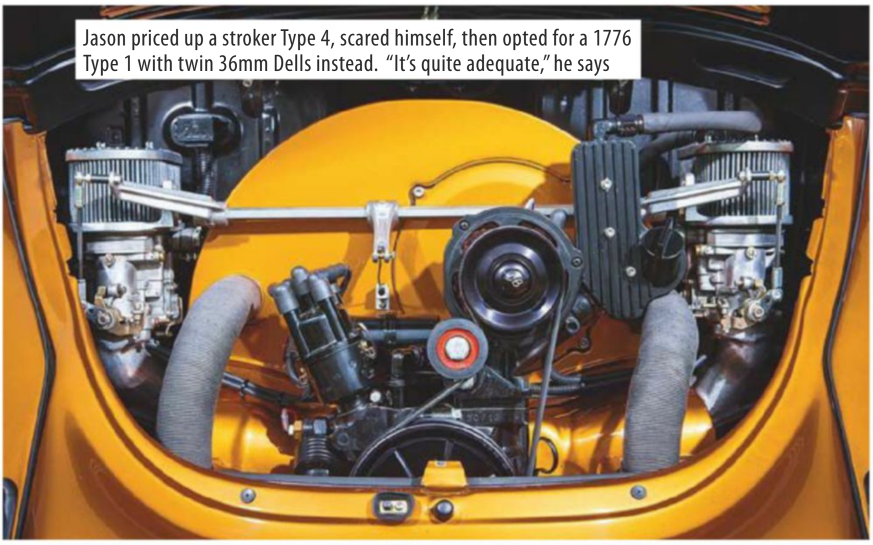
TECH INFO

BODY: 1975 1303 Cabriolet, de-chromed, colour-coded bumpers, drilled handles, 60mm wider ’glass rear wings, repainted in Volvo Saffron Pearl
ENGINE: Steve Strong 1776; Engle 110 cam; dual 36DRLA Dells; Vintage Speed exhaust
GEARBOX: Stock 1303 (Bear’s freeway flyer being fitted soon)
SUSPENSION: LA Performance slimline coilover struts with Avo inserts; Avo rear shocks, adjustable spring plates
WHEELS AND TYRES: 7 and 8.5 x 17-inch Porsche Twists; 165/40 and 215/40-17 Nankangs

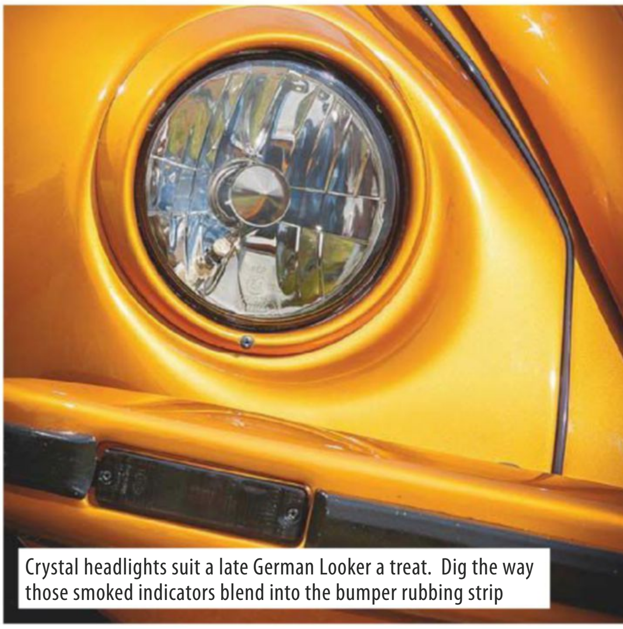
And so what started out as an ambitious plan was scaled back to an affordable, realistic one. The 1600cc motor was replaced with a 1776cc long block from Steve Strong, the original 1300 gearbox left in situ and a few of the parts that would give the car the look, if not necessarily the performance, of an all-out German Looker were acquired. “There’s a Porsche breakers about 60 miles from me, so I paid them a visit and came back with the complete front and rear suspensions from a 944 – two different ones actually, the front end of a ’94 car, the rear end of a ’96, all for £300. Being a ’75 Beetle, the rear end Porsche brake upgrade was as simple as undoing the four bolts that hold the drum brake backing plates on and bolting up the disc brake hubs. “It’s still running the VW trailing arms and everything at the back. The only thing I needed was a pair of adapted handbrake cables from Lee at LA Performance, though I’ve also added Avo adjustable gas shocks and adjustable spring plates to make dialling in the rear suspension easier.” The story was much the same at the front too, the Porsche stub axles and brakes being a straight bolt on to the stock VW control arms. Lee Arnold at LA Performance came up trumps with a pair of slimline adjustable front struts

Momo flat-bottom steering wheel, discreet additional gauges and stereo upgrade all enhance the cabin area

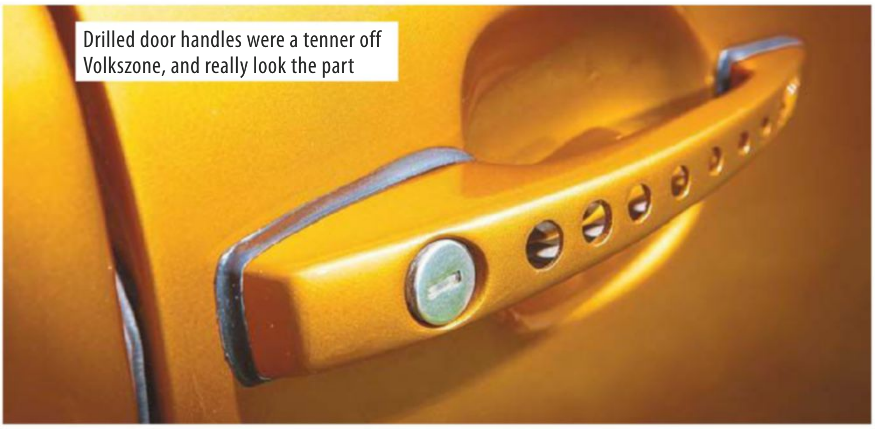
Vintage Speed Black Mamba shifter has an air of purpose



Jason priced up a stroker Type 4, scared himself, then opted for a 1776 Type 1 with twin 36mm Dells instead. "It's quite adequate," he says



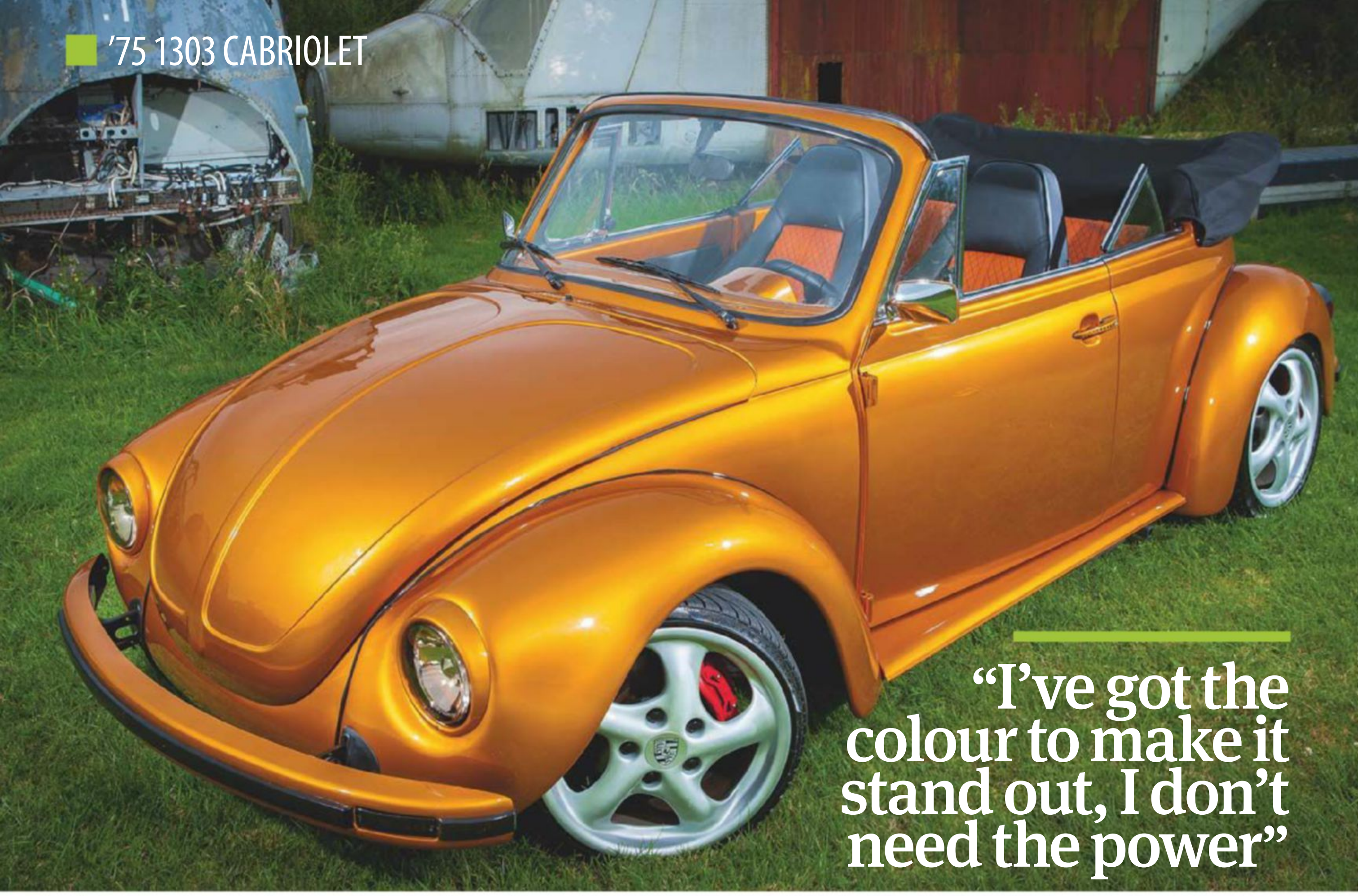
Crystal headlights suit a late German Looker a treat. Dig the way those smoked indicators blend into the bumper rubbing strip



Drilled door handles were a tenner off Volkszone, and really look the part

It's often said there's no reason to own a VW / Audi / Porsche 924, but here's one – to rob the chairs for use in a decent car

Seven-inch wide wheels fit under stock wings, but necessitate the use of slimline coilover struts



"I've got the colour to make it stand out, I don't need the power"

with Avo inserts that bolt up between the Porsche bottom mounts and the VW top mounts. "With the bigger wheels and the low profile tyres, it's obviously a harsher ride than the stock set up, but it's not so hard it's unpleasant to drive," reports Jason. "I've considered a stiffer front anti-roll bar and a strut brace, but it doesn't really feel like it needs it. It sits on the road well, it isn't wallowy, it just works."

Attention grabber

And 'just working' is what this car is all about for Jason. Sure, he's gone to town on the paint and the interior – smiling when he recounts how his eldest daughter, now 14, likes going in the car but doesn't like all the attention it gets – but is quite happy to admit it's more about looks than performance. "I've got the colour to make it stand out, I don't need the power, or the loud exhaust as well. The reason it's got Porsche brakes, apart from the fact they're better, is because they were an integral part of the look, and I wanted to have something performance looking behind the wheels. I could have spent an awful lot more money on some much more exotic parts, but I honestly don't think the car would get any more attention than it already does. It's the colour you see, people just seem to love it."

Personally, I think Jason is doing himself a disservice there as, while the colour is indeed eye catching, there's a lot more to this car than just a fancy paint job, and it's the sum of all the parts that makes such a great looking whole.

And talking of money, Jason was refreshingly honest about that side of things, too. "I bought the car for two grand, then spent a further four on it 14 years ago. This time round, I've spent six and a half. Well, a little bit more than that now as I've just had a new gearbox built for it by Bears as it's screaming its head off on the motorway with the 1300 'box." You can do the maths. "In fairness, the help I had from Johnny with the paint probably saved me about five grand, and having a half-leather, half-vinyl interior when I'd really have liked all leather saved another £1,500, but it all came down to cost. I just tried to build the best car I could on the budget I had."

Best of all though, after all those years languishing in the garage, with the help and encouragement of his friends and family, Jason achieved his goal and drove the car down to the Prom where, fittingly, it was awarded the Spirit of Clive Allen award. Since then, he's just been driving it as much as he can, including a trip to EB-I in Belgium last year and he's booked to go to Le Bug Show at Spa later this year with his wife, Posie, riding shotgun.

And have you any further plans for the car, or any other VW projects up your sleeve? I asked. "Posie's said enough's enough, I'm not allowed to spend any more money on this car now, I've just got to drive it and enjoy it. I'll never sell it as it's my way of remembering Clive, but I'd still like that Oval…" ■

^ An Oval may still be the object of Jason's desire, but he reckons there's nothing like driving a Cabriolet Bug in the summer

> Of Jason's two daughters, it's 12-year-old Ellie who loves the whole VW thing, being his cab buddy to shows and chief polisher

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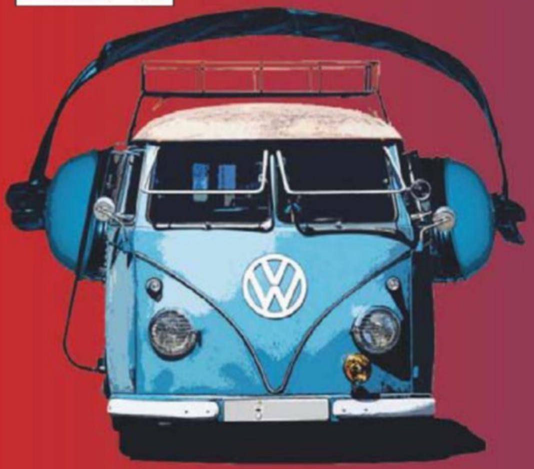

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CAMPERVANTASTIC

April fools!

It is no joke? The VolksWorld Show is just around the corner, a week later than normal the event takes place over the weekend of 2-3 April 2016, with campers arriving from the 1st April. Put the date in you diary today you would be a fool to miss it. Check out our facebook page to get up to the miniute information on the show.

The 1000th VOLKSWAGEN

V30 recreation joins the list of show cars

VW Heritage have used their extensive range of European contacts to bring over a 1937 V30 Prototype Beetle replica and it will be on display in a VW Heritage retro area. Something not to be missed. This joins a host of other show quality vehichles covering every genre of the air-cooled VW scene. Check out our facebook page for sneak peeks of other vehicles on display.

Paint your 'Wagen

One lucky person will have their Camper painted by vehicle artist, Luke Brabants, at the show. See a drab Bus become a work of art over the weekend in front of your eyes.

World's tallest band

Top Bananas, the world's tallest band, will be on hand to welcome you to the show on Saturday morning. They will be joined by a host of other bands on the main stage in the Summer Lawn area playing for your entertainment all weekend.

BOOK YOUR CAMPING SPOT NOW!

Limited plots still available

Clubs – the backbone of the VW scene

Clubs are at the very heart of this event and help give The *VolksWorld* Show its unique atmosphere. This year we are pleased to welcome a selection of new clubs that join some old friends. To find out who is attending, see the list bellow.

Adolfs Angels
Air Monkeys
Aire Valley Speed Shop
Aquaphobics club
Brazilian VW Bays
Bugpeople
bugs on wheels (Belgium)
BWA
Carb crawlers
Deadhaus
Die Wracks Auto Club
DTA
Dub Addicts
Early Bay Club
Essex T4/5 forum
flat 4 VW club
FNL (cornish herbets)
Herts VW club
Karmann Ghia Owners club
Kerbside Kustoms
Late Bay
London Thames Valley
Low and Slow V-dub club
Newwaves V-Dub Club
Paint Scrappers
Restowagen UK
Rothfink
RSVP
Scunny vee dubs
Southern Dune Buggy Club
Spa Dubs
Split Screen Van Club
Splitterz VW Club
Surrey Aircooled Owners club
Tadvoc
The Volkswagen Type 2 Owners Club
Type 3 and 4 club
VolksWorld
VW Cabriolet Owners Club
VW California owners
VWDRC
Weed Hugers
Wilts V-Dub Club
Wolfsburg Bus Crew

Win money!

Race Buses!

Live music

Club displays

Buy stuff

Kids' Zone

Bus spotting

Entertainment at this year's show

European swapmeet

The international indoor swapmeet is always one of the highlights of the show, with over 100 tables selling thousands of hard-to-find parts from all round Europe. If you would like to book a table, call Ben Foster on 0208 726 8336. Tables cost £100, which includes two weekend tickets to the show

Free poster

Collect your poster of Andy Morgan's powerhouse Split pulling this mind-bending wheelie

Kids' Zone

We pride ourselves at The *VolksWorld* Show on keeping your little ones entertained, as well as you, and the Kids' Zone is a safe place for children to let off steam and have some VW-related fun. Entertainment includes a large soft play area, Lego tables, games, film shows, build your own Camper, colouring competitions and much more

Racing Campers

Complete your touch-screen registration, collect your personalised photo race licence then join seven others on the start line ready to compete over several laps of this testing course. Every race winner will receive a prize

Rothfink rock the club

With a fantastic line up of patina vehicles, complemented by some great music, this area will be a great place to chill and have a beer

Camping entertainment

There will be live music in the Golf Course Bar on the Saturday night, plus food to fill your tum

Win cash to spend at the show

VolksWorld Show sponsor, Carole Nash, will be offering three lucky winners each day £250, £150 and £100 respectively to spend at the show. If you win, you can splash the cash on anything that takes your fancy at the show, be it clothes, parts or a slap-up lunch for you and your mum!

Live music

Vision Tech Beats – A favourite with the VW scene

Funkin' Skunks – Ska, funk, punk and reggae band that were a hit at The *Camper&Bus* Show

Live djs – Spinning some cool tunes

Hotsie Totsie – Lower tempo band, just right for Sunday morning. Remember to bring you dancing shoes and show the kids how it is done

Top Bananas' – The World's tallest 70's tribute band

Buy your dream VW at The *VolksWorld* Show

If you are looking to buy a VW, our cars for sale area in the front car park is the place to head. Alternatively, if you want to sell your VW, just turn up on the day and we'll direct you to the dedicated area, where you're sure to find a buyer

'Take the lead'

After the success of the Carole Nash spark plug challenge last year, the company are introducing a new challenge called 'Take the lead'. Intrigued? Head for the Carole Nash stand to find out what it's all about

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A H Schofield
Burt's Bus Emporium
CamperVanTastic
Carole Nash
Cohesion Clothing
Cool Flo Vintage
Custom & Commercial
Danbury Motorcaravans
Dub Dub and Away
Hot Rod Tiki
JGE / Java
Just Kampers
Kingfisher Kustoms
Lime Bug
M6 Footwear
Madmatz
Meguiar's
Midland Wheels
Newton Commercial
NLA VW Parts
Noise Killer
Norton Insurance
Panasonic
Pucca Screens
Rugs for Bugs
Sky Tag
Space Roofs (O'Connors Roofs)
Stateside Tuning
The VW Engine Company
Titan Beds
Type 3 Detectives
VanWorx
Vintage Speed
Vintage VW Tours
Voodoo VW
VW Books
VW Camper Curtains
VW Emporium
VW Heritage

Esher Hall
Aircooled Accessories
Andi's Finest
BJ's Speed Shop
Break With Tradition
Butty's Bits
Dragonfly Treats
Forge Custom Cycles
VeeWee
Megabug
MCJ Imports
V-Dub Island
VWorks
Vanwurks

Sandown View
Barney's Gizmos
Boardroom Tech
Matilda and Mancys
TC Trading
The TT Store
The Gadget Stall
Top Class Restorations

Grandstand View / Summer Lawn
Blue Pig Photography
Aire Valley Speed Shop
Autocamp
Cohesion Clothing
Concept Multicar
Dub Teno
Fat Bobs Emporium
Hilo Roofs
Kent VW Show
Lightning Leisure
Lite-Steer
MCJ Imports
Megabug
Midland Auto Transport
Nomad Campervans
Perpetual V2G Systems
Rainbow Screens
Random Imports (Evolve)
Rothfink
SJH Joinery
Solo Polos
Surge Design
Vintage Tyres
VooDoo VW
VWt

To book a stand call
Ben Foster on 020 8726 8336

Up-to-date trader list can be found at
www.volksworld.com/traders

Our sponsors

Say hello to VW Heritage
Come along and chat to us on stand 31 about your projects, pick up some advice on the next job to tackle, or grab a new catalogue and a free sticker while you enjoy the show. Our popular 'Win your Order' competition is back, with a potential £6000 worth of parts up for grabs, across three draws each day. Find out more at the show

Vehicle insurance
"After a successful partnership in 2015, we are glad to return for our second year as one of The *VolksWorld* Show's sponsors. Why not pay us a visit (we are situated on the *VolksWorld* stand) and try your hand at our brand new competition 'Take the lead'? All we'll say for now is you'll need nimble fingers and a keen eye, and that Fuzz Townshend will be on hand to run proceedings. Whilst at the stand, make sure you enter our £500 cash giveaway, drawn each day around 2pm."

Britain's largest
VW Campervan hire company, CamperVanTastic, has everything you'll need for a great VW weekend away. Based in London, it has the largest fleet of VW California Campervans in the UK for hire, all fully equipped for your adventures in the UK and Europe. The company will be launching its 2016 fleet of VW T6s at the show, so make sure you check them out. If you can't wait for the show, go to www.campervantastic.com now to start your adventure.

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Meguiar's celebrate 21 years of *VolksWorld* Show sponsorship in 2016. Meguiar's surface care products are the brand of choice for serious car enthusiasts worldwide. Meguiar's understand the needs of the world's most demanding car owners and have a Meguiar's product to restore and enhance every possible surface on your VW. See www.meguiars.co.uk for full details of their extensive product range and pay their stand a visit to discuss the best car care products to get your pride and joy shining.

Opening times
Saturday April 2 2016, 10.00 - 17.00
Sunday April 3 2016, 10.00 - 16.30

Information hotline
Amy Nicholls: 0208 726 8342 amy.nicholls@timeinc.com

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DJ Upgrade	**2.2** Inj Big Bore Waterboxer	1775.00
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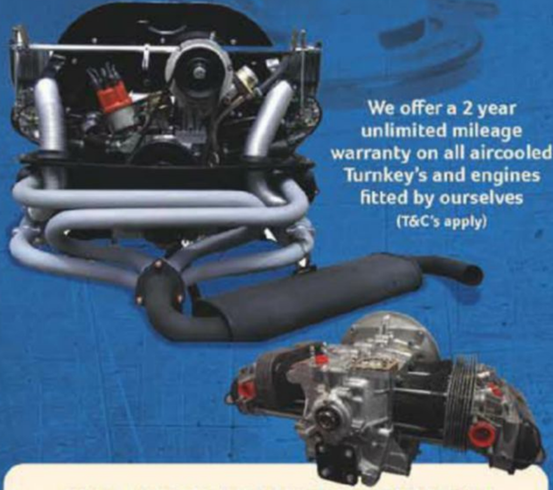

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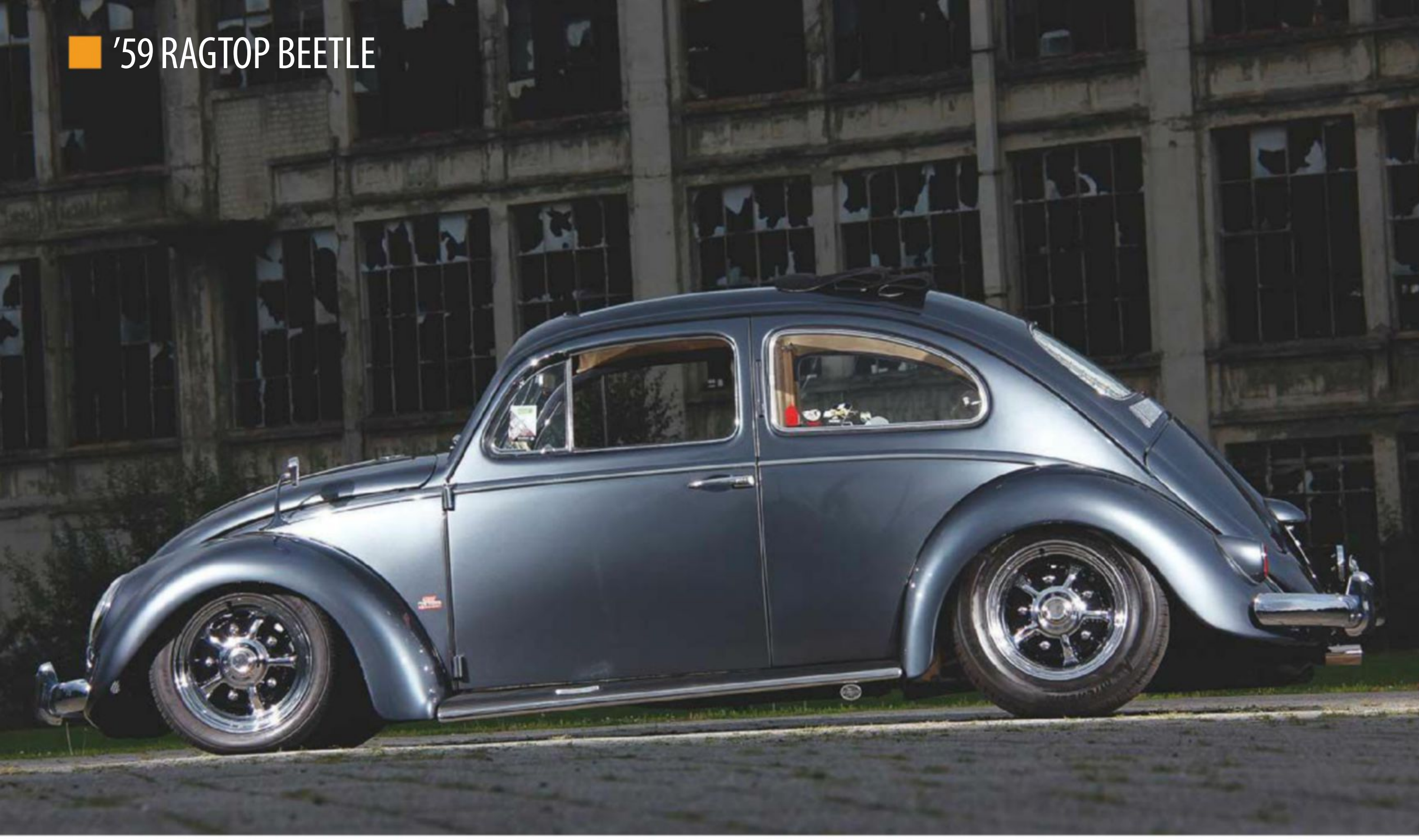
Masterpiece

A lot of people teach themselves to weld on their first VWs, but Dennis Edelbrock put his welding first, his VW second, then produced this as his first VW

Words Georg Otto **Photos** Patrick Hille



Fitting Oval wings to a later car is a rarely seen trick, but Dennis just loves their more shapely form, and the way they hang down over the wheels

If your family name is Edelbrock, you just have to have petrol running through your veins. And this is certainly the case with young Dennis Edelbrock, whose father used to drag race American cars. "He took me to the garage and to the races when I was little, so I basically grew up with cars, tools and oil." So it was no wonder really that our man wanted to have an American car when he approached driving age. But dad said no! "He told me it would be way too expensive to get the car I wanted and that I should buy a Beetle instead. They are easy to maintain, parts are available and they are half the price, or less, of a muscle car. A quick check of my wallet made it clear he was right and I was wrong."

So the at the time 17-year old bought a 1969 Beetle, which was cheap, and also in pretty bad condition. "It had rust everywhere," remembers Dennis, "but I wasn't afraid of it as I am a trained metal worker." In the end, though, it was just too much work for the value of the car. "I stripped it of all the nice accessories it came with, scrapped the body and sold all the rest of the parts on." A year later, the savings pile had grown high enough to spend some serious money on a more serious Volkswagen.

> "It may be a bit Resto Cal, but there is also a lot of Edelbrock-taste in this Beetle"

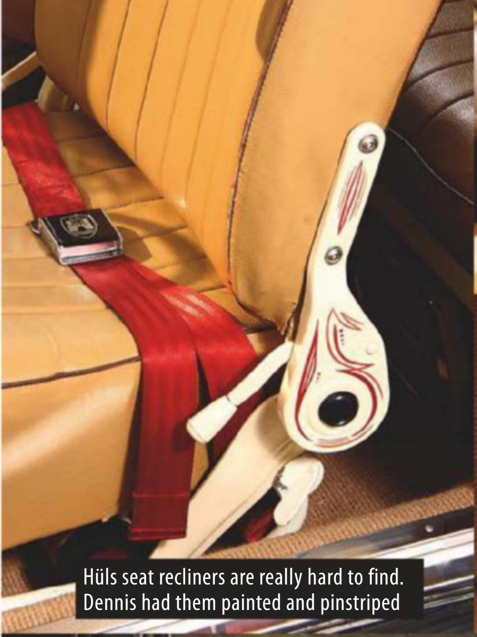
"The German website, Bugnet.de, is always a good source for cars and parts, and one evening I was surfing the site and found a 1960 ragtop with semaphores. Well, actually, it's a '59 model year, but it was build in 1960. The car was in pieces and, even though the owner claimed it to be complete, it wasn't – as usual. It had some corrosion, mainly in the normal places like sills, above the torsion bar tube, in the front and rear bumper bracket mounts, the right-side door and the wings. But the price was fair so I struck a deal." But how did he get the life size puzzle home? "My dad is a truck driver and managed to drive past the seller's house on one of his trips. He stuffed all the VW gear in between his regular cargo and brought it home," answers Dennis with a smile. "And yes, before you ask, his boss did know about it!"

Once all the components had arrived in the garage, Dennis started on freshening up the body. "I am a welder and really know my stuff, so it was obvious to me to start with what seemed to be the most fun part." And yes, it was quite a job. He bought the best reproduction sheet metal available or crafted parts himself where there wasn't anything suitable readily available. "It took me longer then I expected, which is explained by a lack of cash and the fact that, as a trainee, I was often working away on jobs." But Dennis wasn't deterred, and worked on the Beetle whenever time and money allowed.

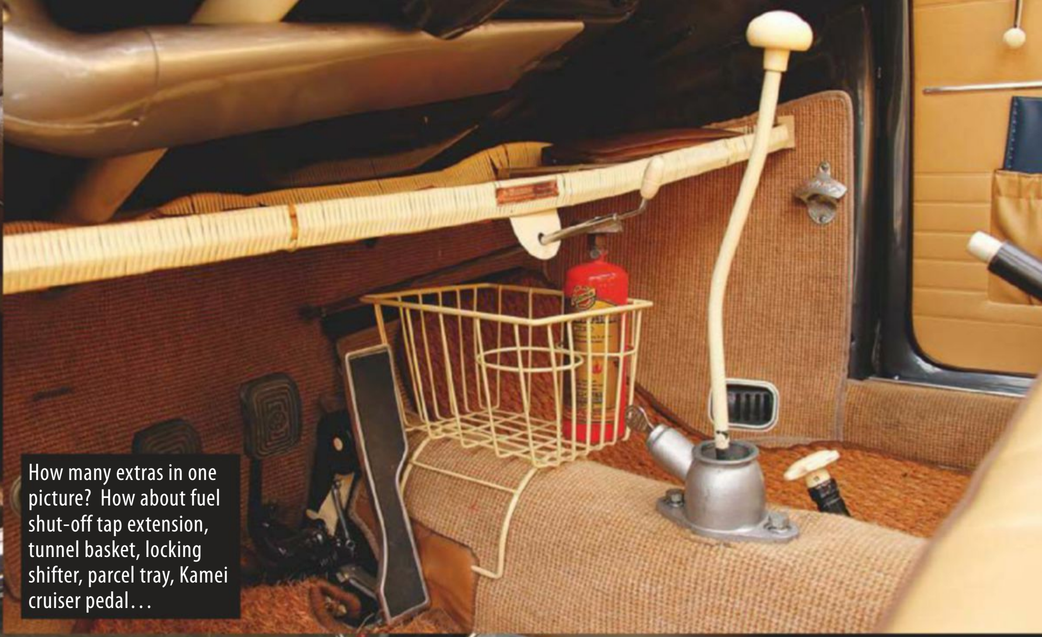
When he finished the body, he started to repair the chassis. Fortunately, the framehead was sound, but it needed both 'pan halves. "It was a difficult time, because progress on the project was so slow. And believe me, I wanted to have that thing on the road as soon as possible. But then I decided to enroll at the welding master school, which isn't exactly cheap, and only a little budget was left over for the old VW. But, as my dad always says, first things first!"

Inner vision

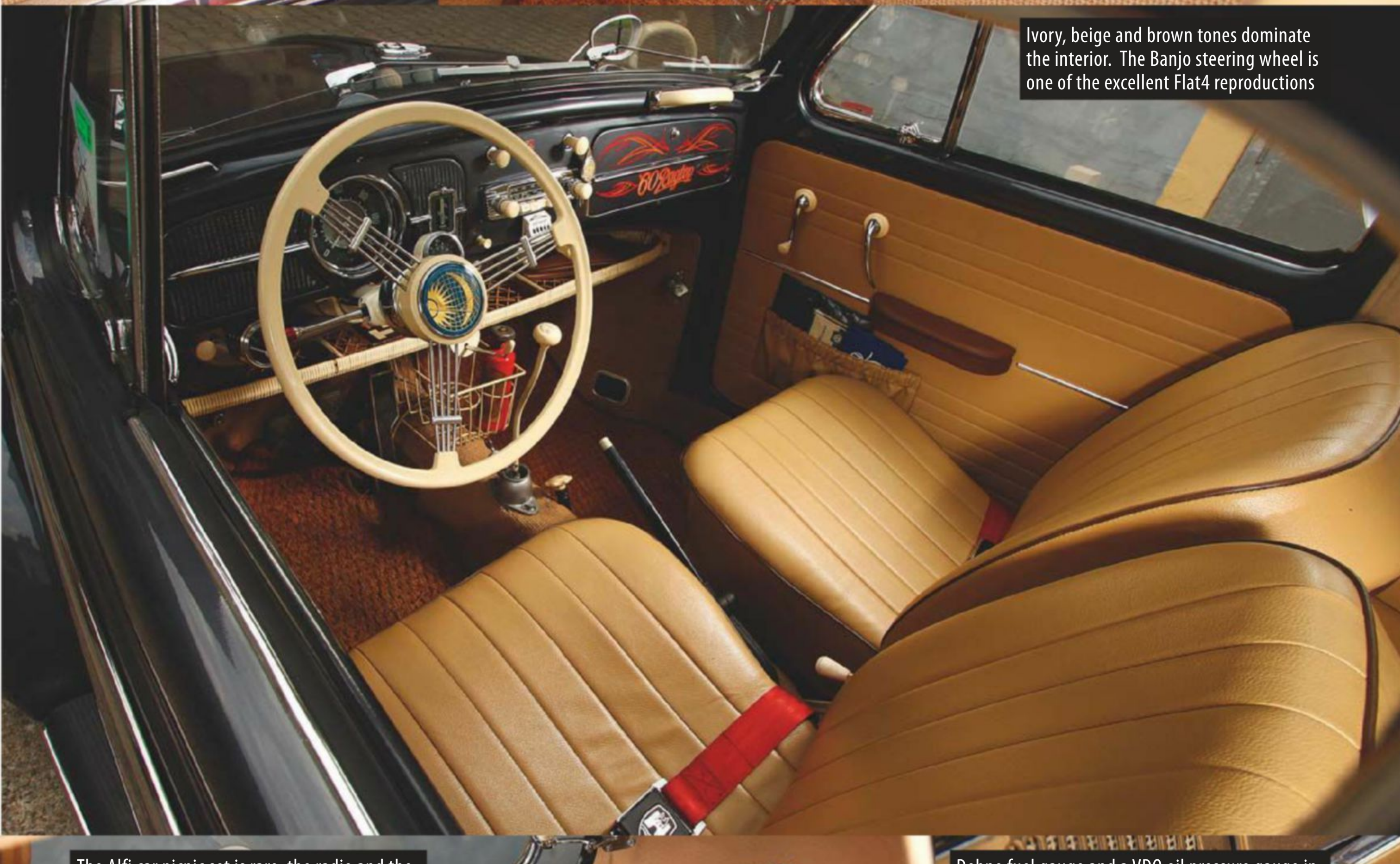
All the work paid off though. Dennis is now a qualified trainer and teaches other people how to weld, which means these days he's earning good money. As a result, the project picked up pace and things went smoothly from there on. When we asked him if he had a vision of his finished Beetle, the young German answered: "No, not at all. I built the car the way I wanted it. There was no certain style or look I liked. It may be a bit Resto Cal, but there is also a lot of Edelbrock-taste in this Beetle." This shows in the paint, which is not a Beetle colour, not even a Volkswagen hue. Instead, Dennis decided to choose the paint he liked best, so studied the colour charts from various different brands until he found the shade he had in mind. "Mercedes Tenorit Grey Metallic was my



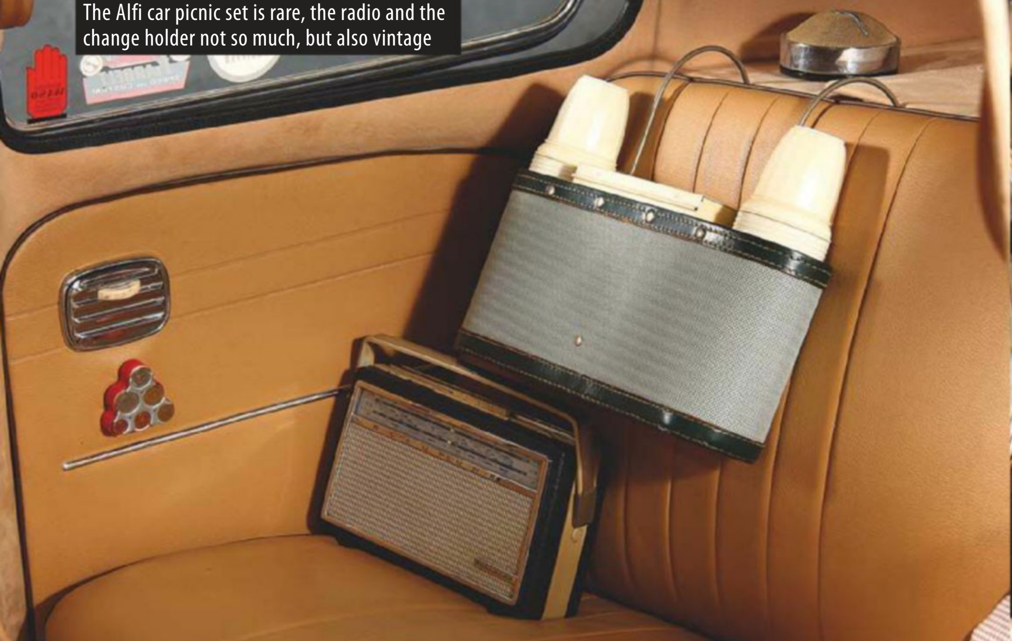
Hüls seat recliners are really hard to find. Dennis had them painted and pinstriped



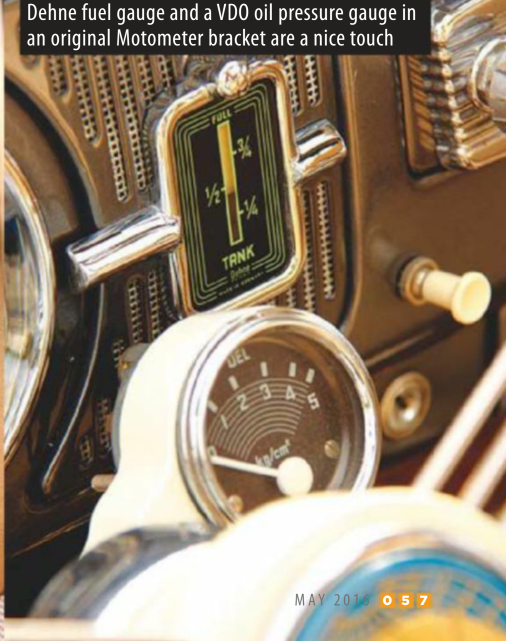
How many extras in one picture? How about fuel shut-off tap extension, tunnel basket, locking shifter, parcel tray, Kamei cruiser pedal…



Ivory, beige and brown tones dominate the interior. The Banjo steering wheel is one of the excellent Flat4 reproductions



The Alfi car picnic set is rare, the radio and the change holder not so much, but also vintage



Dehne fuel gauge and a VDO oil pressure gauge in an original Motometer bracket are a nice touch final choice for the body, while the ’pan got a coat of gloss black.” But before he sent everything to the painter, he took care of some body modifications. “I opted for an Oval Window engine lid, because I just love the w-shape of it, and I definitely had to have Oval wings.” Now, you may ask what is so special about those wings. Well, Split and Oval wings have a smaller wheel opening, which means they ‘droop’ further down over the wheels. Also the headlights are positioned lower compared to later wings.

> “It took me 10 years to complete, it’s my master piece”

While the main parts were at the painter, Dennis took care of the engine. “I saved the original, matching numbers motor and bought a 1300 AR powerplant, which I could modify without a queasy conscience. At first, I machined the heads to accept 88mm slip-in cylinders, then ported and polished them for improved flow. And yes, they are single-port heads. The reason I didn’t swap to dual ports was because I had bought a Richert dual carb kit to give the car that classic look of modified engines from the ’50s and ’60s.” Those two 34PCI Solex carbs collaborate with 1:1.25 rockers and a W110 Engle cam. “I had the engine set up at Kummetat Tuning and it delivered a healthy 78bhp on the dyno,” reports Dennis. That’s enough power to have fun in a light Beetle.

Scratch built

But, as you know, power is nothing without control. So our man also set to improving the handling characteristics of his Volkswagen, sort of. “I wanted it low, but I wanted it safe, too,” he explains. So Dennis ordered a full four-wheel disc brake kit from Custom & Speed Parts. That might seem a bit much for just 78 horses but, as Dennis says, “You never know what the future may bring, and I want to be prepared.”

TECH INFO

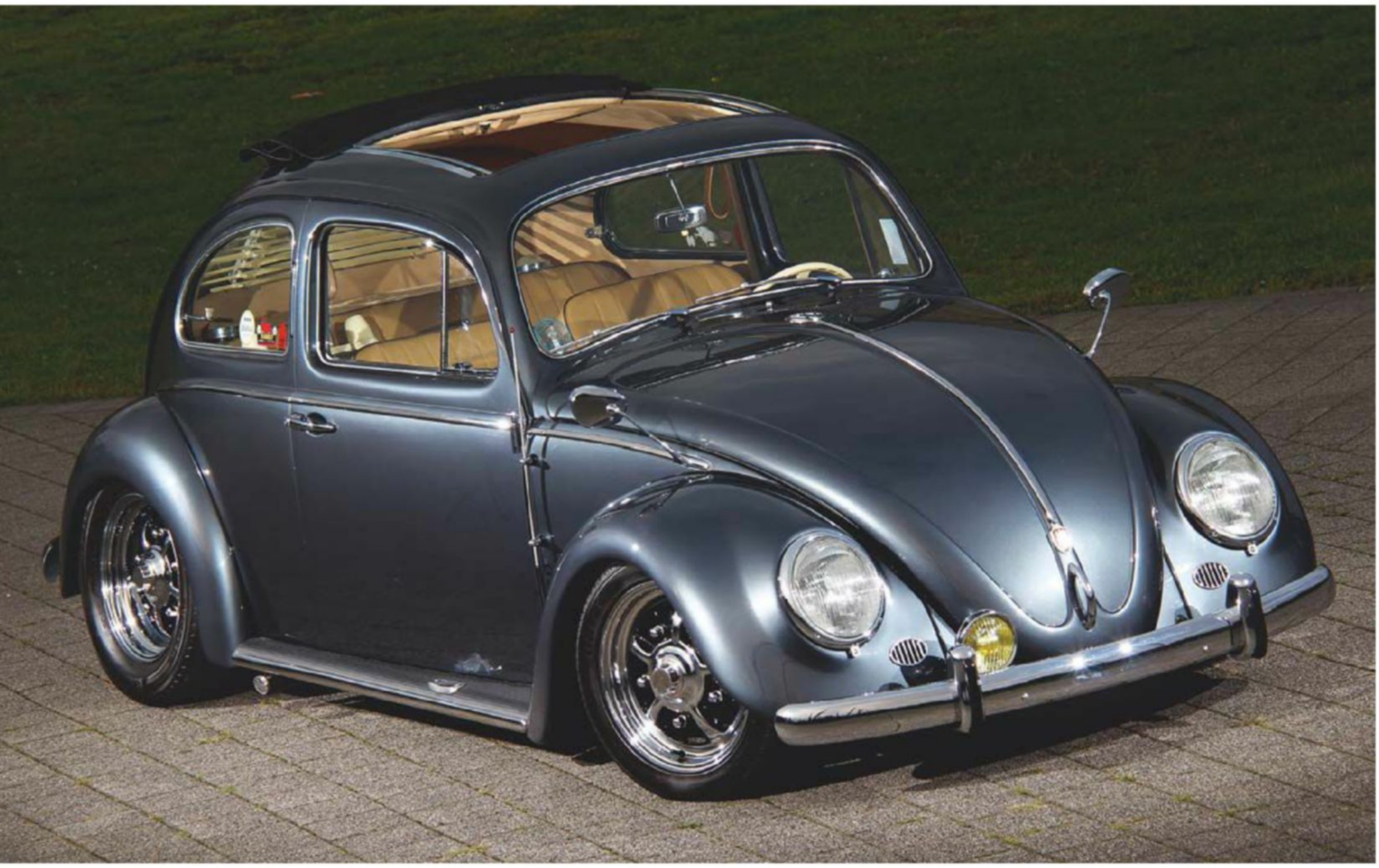
BODY: 1959 ragtop Beetle in Mercedes Tenorit Grey Metallic
INTERIOR: Re-trimmed in beige and dark brown vinyl; Alcantara headliner
ENGINE: 1679cc Type 1 single port; ported and polished single port heads; Engle 110 cam; 123 Ignition; Reichert dual 34PCI carb kit; Fram oil filter; CSP Super Comp exhaust
SUSPENSION: Homemade narrowed, adjustable beam; CB dropped spindles; Polo rack and pinion steering

Dennis also built the front beam that’s on the car from scratch. “I had a look at all those aftermarket beams and wasn’t convinced by their quality. So I built one myself, narrowed and equipped with adjusters. I also added CB Performance dropped spindles.” The rear suspension utilises Porsche 944 torsion bars and modified swing axle spring plates, including the Porsche eccentric screws. Adjustable Spax shocks can be found all around. But the real highlight of the undercarriage is the rack and pinion steering. “There was a guy in Germany who offered a conversion kit for Beetles based on VW Polo steering parts. After I had a look at it at a show I knew I wouldn’t buy one as all the brackets and mounting points appeared to not be strong enough. The basic idea was quite good though, so I bought all the Polo parts I needed and made my own version of it.”

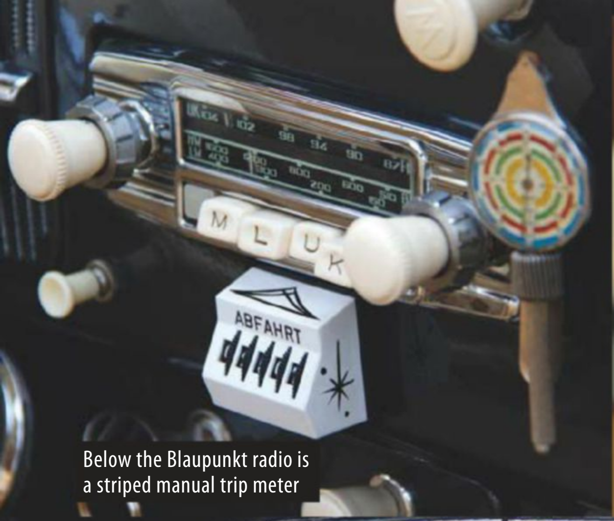
Now the ’pan just needed a nice set of wheels to be complete. “My plan was to buy a set of genuine, chromed Sprint Stars but, after searching for years, I finally gave up. The prices being asked for them went through the roof, so I opted for some reproductions from BBT instead. They are also steel wheels and available in a chromed version, which I prefer over the aluminium re-pops.”

Next on the agenda was the wedding. After

>



Dennis says he had no particular style in mind when he built the Bug, but it looks like a proper Resto Cal to us


M L U K
ABFAHRT

Below the Blaupunkt radio is a striped manual trip meter

The period GHE mirror has a day / night function

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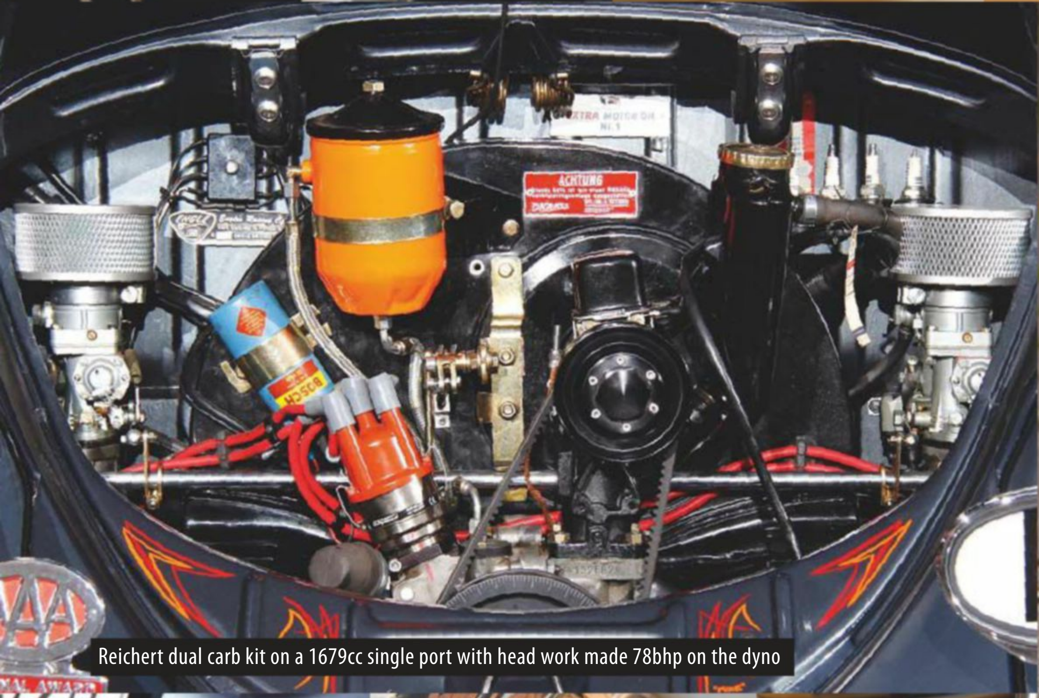
Even the Esso maps in the door pocket are period correct


ACHTUNG
BOSCH

Reichert dual carb kit on a 1679cc single port with head work made 78bhp on the dyno

No repros here, those overrider protectors are genuine Stahlgrubers

The illuminated D sign was acquired through Helge Ohmes Autoteile

GHE produced these little wind deflectors for the quarter lights

Yes, it's a '59 model, but it was built in 1960, so that's what Dennis calls it

Have you ever seen an automatic VDO windscreen washer?

Scheibenwasch-Automatic
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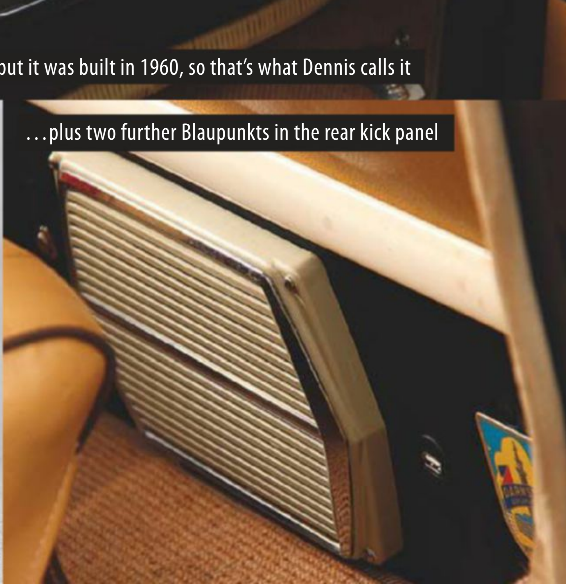
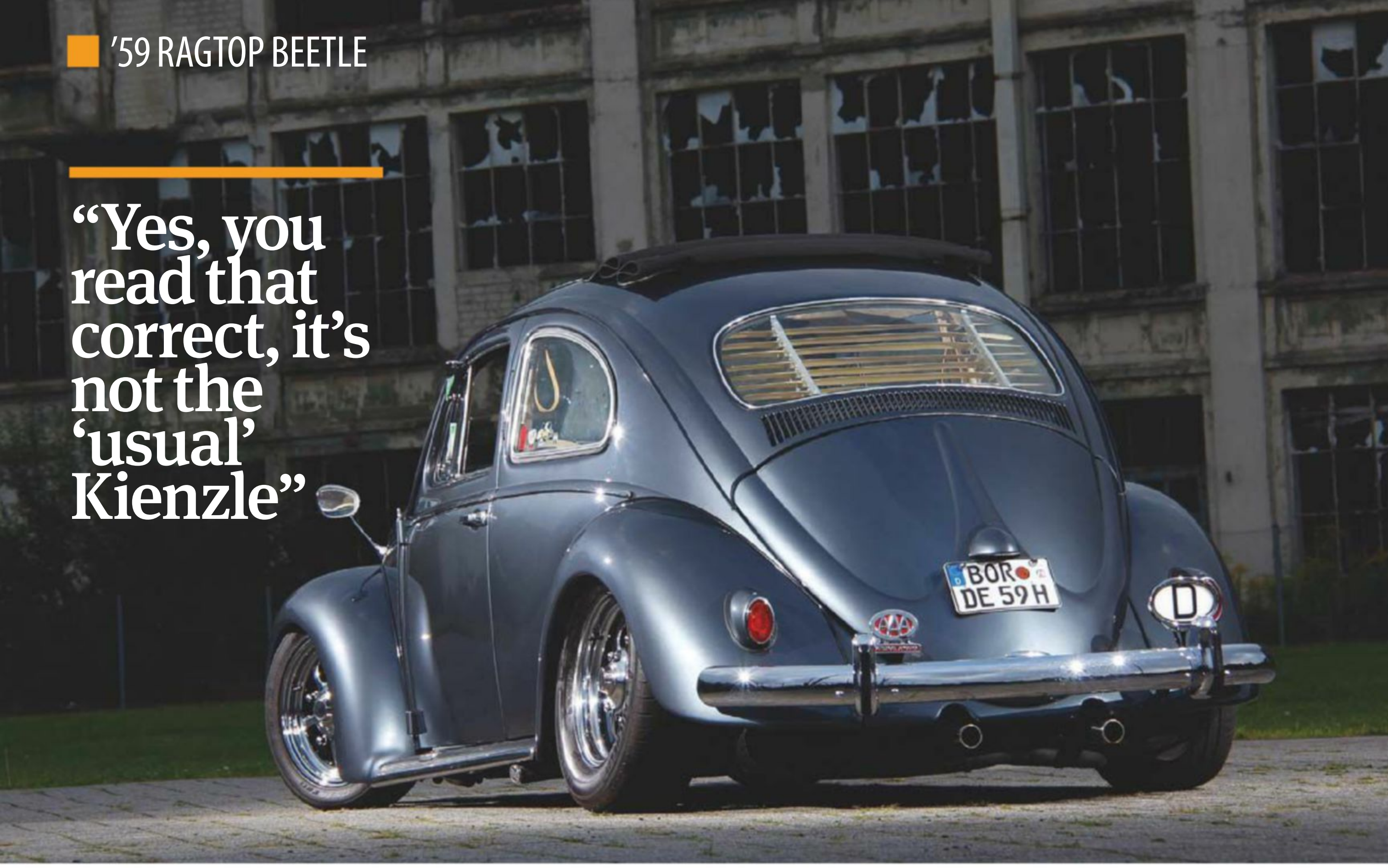
In the Kamei parcel shelf are two super cool Heco speakers…

…plus two further Blaupunkts in the rear kick panel





“Yes, you read that correct, it’s not the ‘usual’ Kienzle”

After much consideration, BBT repro Sprint Stars were chosen, 4.5s and 5.5s, wrapped in 155/65s and 205/65s

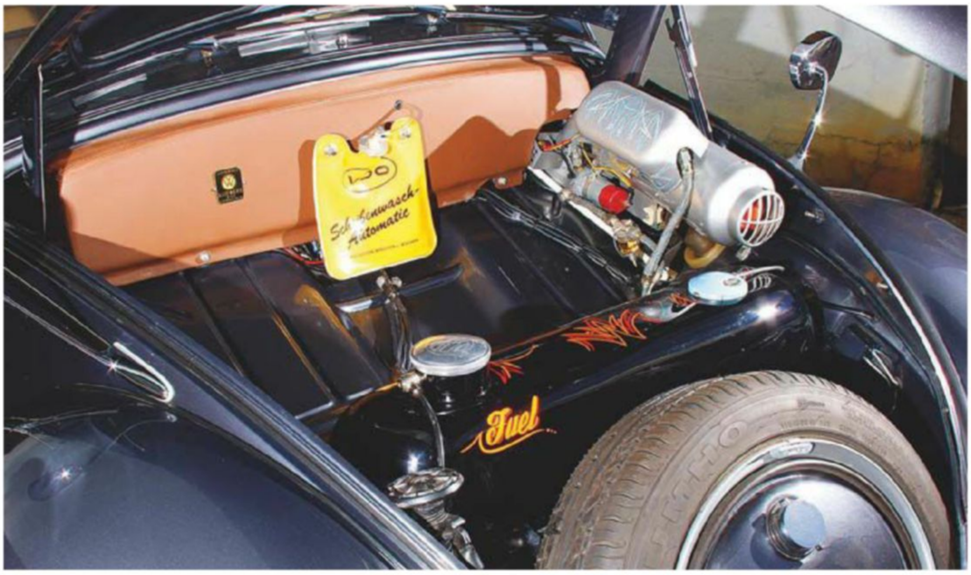
eight years, the body and chassis were finally reunited! “That was one of the proudest moments in my life,” recalls Dennis.

He then had a local trimmer make the door cards and seat covers using beige vinyl, accented with dark brown piping and dark brown arm rests. The same guy put in the Alcantara headliner, but everything else, including fitting the seat covers was done by Dennis. “I wanted to do as much as possible by myself, though my dad lent me a hand from time to time.” Beige loop carpet gives the interior a comfy atmosphere and a whole lot of accessories keeps the passengers busy trying to discover everything.

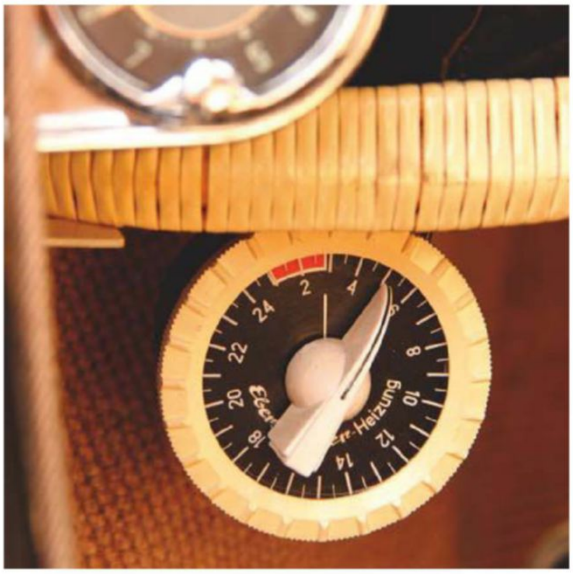
An army of extras

Most sought after are the Hüls seat recliners, painted beige and pinstriped to match the glovebox. Which takes us to the dash and its army of rare extras. Next to the Blaupunkt radio is a manual trip meter, with pinstripes. The VDO oil pressure gauge is mounted to a genuine Motometer steering column bracket. The Dehne fuel gauge is also a genuine part from the ’50s, as are the other additional VDO instruments, Bambus parcel shelf, GHE wind deflectors and that über-rare Klöckner eight-day clock. Yes, you read that correct, it’s not the ‘usual’ Kienzle!

There is also a bunch of gimmicks on the outside, including the Hella fog light, Stahlgruber rubber protectors on the overriders and the genuine Albert swan neck mirrors. “I used to have some more stuff but, after I fitted it, I wasn’t happy with the overall impression so I ditched some of the stuff and sold it on.” But that’s just the parts. This car will never be for sale, it’s my first car and, even though it took me 10 years to complete, it’s my masterpiece.” ■



The Beetle did not come with the Eberspächer heater, but Dennis chose to fit one to keep things toasty and warm inside the car



And this is the control clock for it, which works like an egg timer

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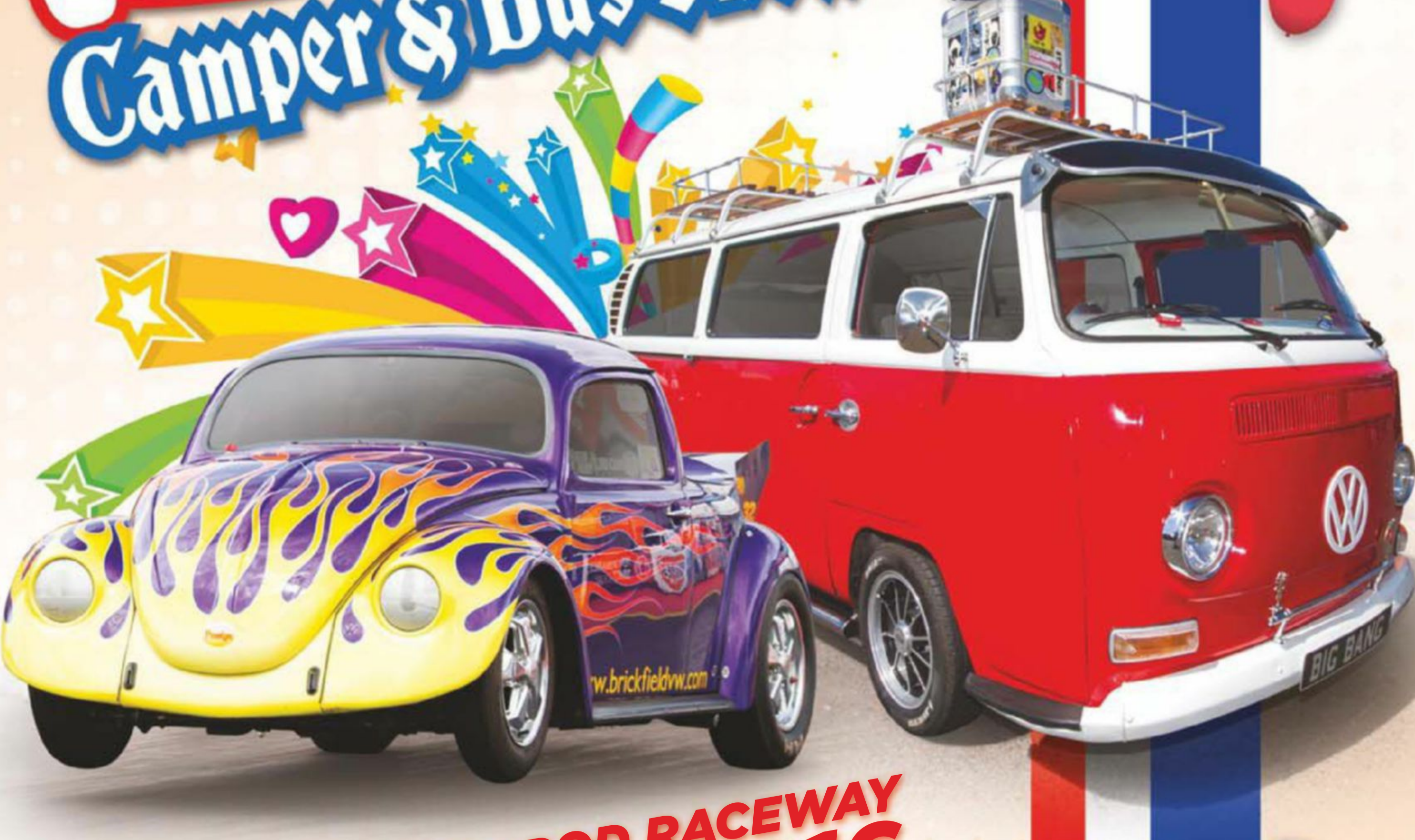

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Words Ivan McCutcheon **Photos** Thru-a-lupe photographic

You are going to love the feature you are about to read, we're sure of it. Why? Because it highlights what a significant part of your life Volkswagens can be

Let's start with an admission. My passion for air-cooled VWs only started when I was about 20 years old, and that was 30 years ago. Therefore, I can only imagine what it must be like to have been involved with air-cooled VWs since birth. In fact, I can't say I can think of more than two or three people I know who have. One of these lifers is a lady by the name of Chloe 'CoCo' Adams from Weymouth in Dorset. In December 1984 she arrived into our world and her destiny was pretty much sealed as she was born into a die-hard VW family. Her parents, Martin and Blanche Adams, were (and still are) very active and well-known VW owners. They owned a Split Screen Bus at the time, though in 1984 that didn't mean you were a super cool scene idol, it meant you were probably a nutter. Blanche also had a special edition 1973 GT Beetle as her daily driver. Chloe explains: "I was taken everywhere in the Beetle from when I was a tiny baby and, as I grew up, we only ever had VWs. We didn't go on expensive holidays to the Caribbean or The Maldives when I was growing up, we only ever went off in our Camper. The norm for me was being at shows like Bug Jam. My highlight of the year was always Vanfest at Malvern, as it was great being a kid at that show as there's so much to do and so many other kids there." The camping holidays weren't only to VW events though, as the family enjoyed a number of more long-distance missions in the Split Camper all the way to the South of France.

School's out!

Hang on, let's go back to the shows for a minute, as Chloe unintentionally dropped a bombshell during our chat with her that we just have to share with you. We're sure she wasn't dobbing her folks in when she said, "It was a way of life for us. When there was a show on I definitely had an appointment with either the doctor or dentist on the Friday. Dad used to say, 'school doesn't need to know.'" Poor thing, she must have been ill from March to September…

Her illness was never cured, it just got worse as the years passed. "When I was out in the Beetle with mum and I saw another VW, I didn't just say there's a Beetle, or a Camper, I'd say there's a '69, '73 or whatever it was."

Martin clearly saw his daughter as his free slave, or unpaid labour, as once Chloe was old enough he had her out in the

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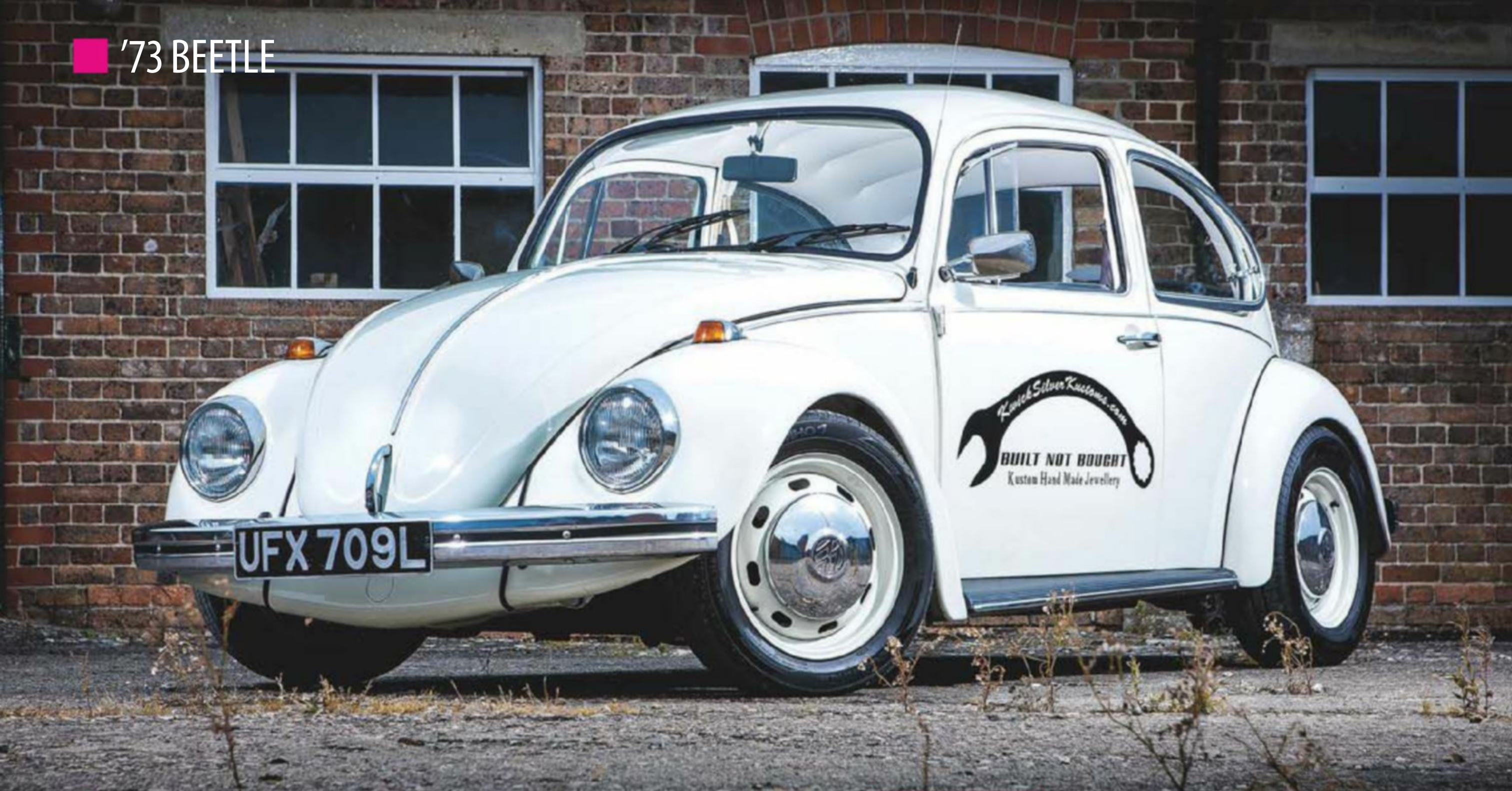
KUMHO



Four-lug steels, stock front and 5.5-inch rears, all painted body colour. See, they can work!

garage helping him, as she recounts. "Dad would say, 'Help me with this, my hands are too big to get in there' and pass me a spanner." Consequently, her knowledge of VWs progressed to include the ability to work on them and, more recently, the fact she was turning spanners from such an early age could perhaps be seen as the catalyst behind her business based on spanners. Her company, www.kwicksilverkustoms.com, sells the Snap-On spanner bracelets you may have seen, including around the wrist of that all-round living legend, Guy Martin. From the inception of the idea of turning a spanner into an item of jewellery through to creating and finishing them, the whole shooting match is down to Chloe. Along with her Snap-On bracelets, she has gone on to create pendants and solid silver versions of the spanner bracelet. How cool is that?

What about the Beetle?

I know we haven't even mentioned the Beetle we are supposed to be telling you about yet, but I'd like to think this fact hadn't dawned on you but we're getting to it. First, we need to tell you that this is Chloe's second Beetle as she was given her first car before she could even drive. In fact, she was only 15 when family friends and fellow VW nuts, Bert and Linda Farthing, gave her a 1969 semi-automatic Beetle. She converted it to manual and restored the car with the help of her father, and it was completed in time for her to drive once she'd pass her test. Looking back, she still kicks herself that on the day she passed her driving test she forgot her keys so, when she got home, she couldn't get in the garage and take the Beetle out for a drive! She also clearly remembers the first time she drove the Beetle alone. "I was so scared it's untrue. But three days after passing my test, I decided to drive to Newquay. I didn't really think about things like the fact I was meant to run the engine in, I just drove it flat out and, two and a quarter hours after leaving, called home to say I'd arrived safely. Dad wasn't impressed with me for that."

> "Her knowledge of VWs progressed to include the ability to work on them"

TECH INFO

BODY: 1973 semi-automatic Beetle, converted to manual gearbox

ENGINE: 1600cc twin port, rebuilt and fitted with a new 1300 carburettor drilled out and jetted for a 1600 by Machine 7

WHEELS AND TYRES: Stock front, 5.5-inch rears; Smart Car 165/55-15 front; 205/65-15 rear

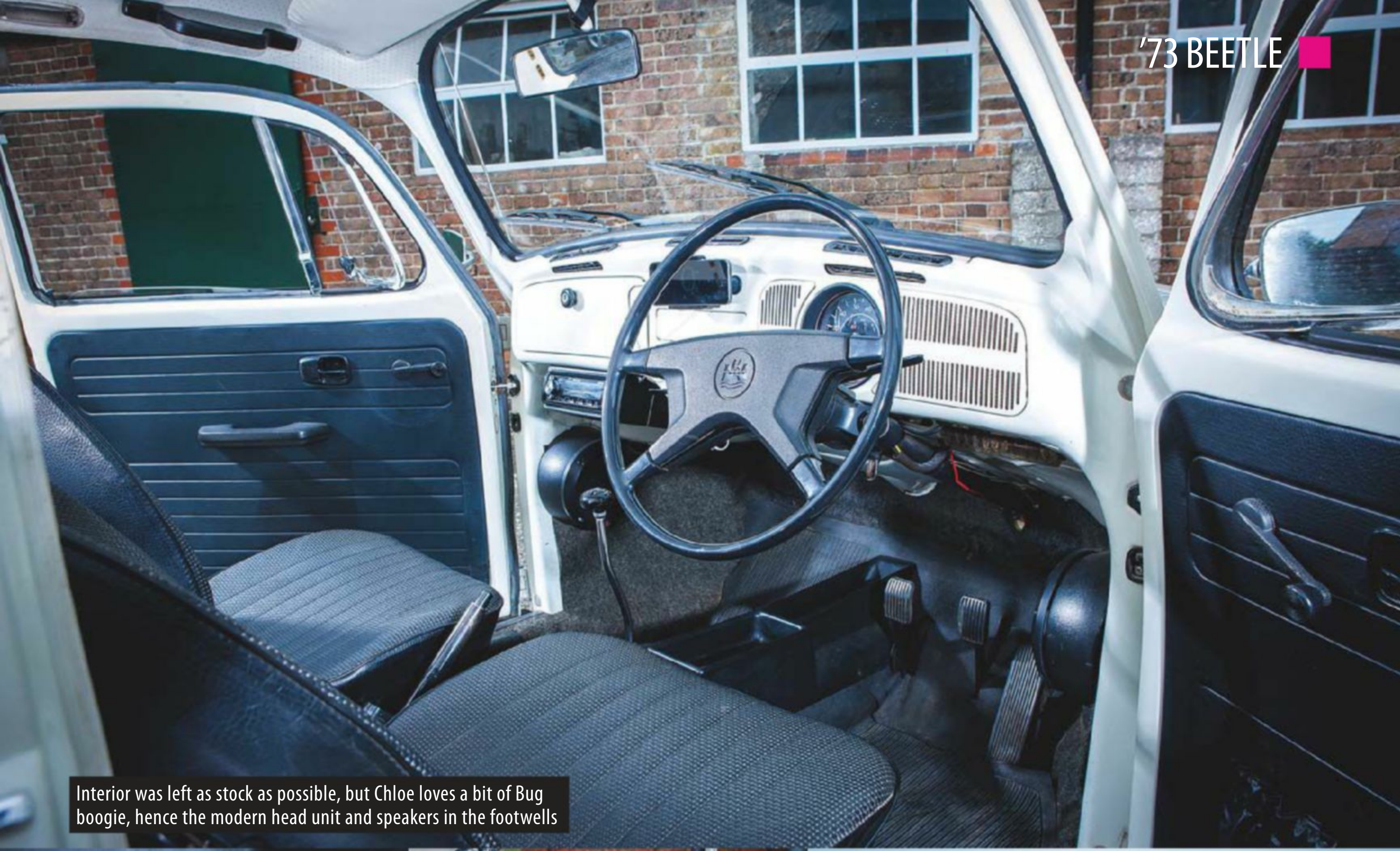
SUSPENSION: Dropped spindles; rear spring plates turned one spline; adjustable spring plates

Sadly, she was later involved in a bad accident – not in the Beetle thankfully – and damaged every muscle in her neck. This meant the Beetle sat in the garage for months. Her injuries were severe enough that her doctor insisted she should drive a modern car, with power steering and so on. Her parents duly followed the doctor's orders and bought her a Seat Arosa. "I drove it once or twice then refused to drive it. I hated it! It stopped when you braked and the steering was so light the car felt twitchy and I 360'd it on a roundabout. I hated everything about it. It felt like it was electric. In fact, it didn't have any feel, I didn't seem like I was doing anything. In an old Beetle you feel every bump in the road, you are more involved and there's the noise of the engine behind you, and that smell." Needless to say, the Seat was soon sold on again and the Beetle was back in service. But, to Chloe's disgust, it became clear the doctor had been right and the recuperation after her injuries did necessitate the use of a modern car, so she reluctantly gave in and sold her beloved Bug. For many years after that, she drove a VW Lupo, but always hoped that one day she would drive a Beetle again.

Happy birthday

It was hardly a secret that Chloe was desperate for another Bug and Bert and Linda Farthing or, as Chloe refers to them, "my awesome Dub godparents" came into the picture once more, giving her another semi-automatic Beetle, this time a 1973 model, for her 30th birthday. It was the car Bert had entered in the *concours d'elegance* at Stanford Hall in 1987 and, we are told, it was between this and another car and the other car was only deemed the winner when it came to the judges donning white gloves and checking for dirt *behind* the fan housing! 30 years later, the '73 was no longer a silverware contender, but it was still a decent car.

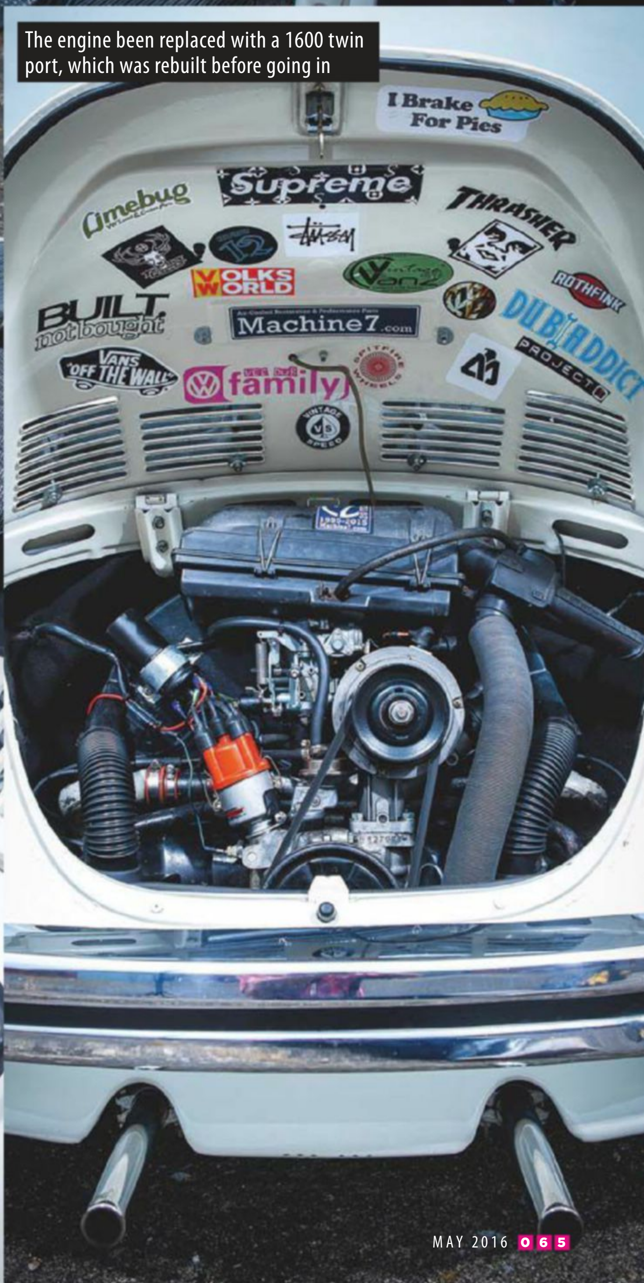
Martin and Chloe set to it and, once again, started the conversion to manual



Interior was left as stock as possible, but Chloe loves a bit of Bug boogie, hence the modern head unit and speakers in the footwells

Vintage Speed gear shifter was a present from Santa aka Chloe's dad, Martin. Note Kamei console, too

You can't go wrong with stock butt holders in black vinyl



The engine been replaced with a 1600 twin port, which was rebuilt before going in

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VINTAGE SPEED

This Kamei vent cover was on the car when Chloe got it, so has been retained transmission and the renovation process. Martin and Chloe were also able to call upon assistance from friends within the VW scene. Gary Hamer, for example, was "always about if you need a spare pair of hands" and invested his time and hard graft helping with numerous jobs and general problem solving. "Gary also taught me many new skills," remembers Chloe. "Then there was 'Split Mike', who was like International Rescue when it came to the bastard job that was the rear suspension." Dan Gillam, Chloe's boyfriend, also devoted plenty of his spare time to the resto, including carrying out welding repairs where necessary. Eventually, the car was at the stage where it could go off to Mick Carter's paint shop (tel. 07766 917851) to be repainted in VW L282 Lotus White.

Chloe was quick to point out a few others who helped along the way: "Machine 7 not only gave a speedy parts service, but also constant help finding the right bits. They gave me friendly service all round and I'd highly recommend them. And Charlie from Project01 [www.project01.co.uk] was a great help and has awesome VW knowledge."

Maiden voyage

Just under a year ago, the car was pretty much complete and an invite was made to Bert and Linda to come and see how their old car had turned out. Needless to say, they were impressed. A week or so later, all the paperwork such as the MoT, insurance and road tax was sorted and Chloe was finally able to drive her new Beetle. That maiden voyage was to Cruise to the Prom. "Since then, I have been lucky enough to find myself part of an ever-growing Vee Dub Family group on facebook, and even held my own meet in conjunction with them at Haynes Motor Museum last November." As you might imagine, she was stunned when 114 VWs turned up for that. "That's not bad for a freezing cold, wet, windy day, is it? I can't thank everyone who came enough, especially Lee Bray at Vee Vub Family who helped it come true."

There's little doubt, Chloe is not just back behind the wheel, but back for good. After all, it's a way of life. ■

ecowing
UFX 709L

^ Fire extinguisher is a useful addition to any old VW

˅ Kwicksilverkustoms spanner decals on the doors are by Manzo at www.slook.co.uk

Snap-on
Snap-on

Nothing wrong with a little product placement, eh? Especially when the products being placed were bent by the owner

BEHIND THE WHEEL

Ever since the day I had to wave goodbye to my old '69 Beetle when I was about 25 I've been one unhappy driver, so being behind the wheel again just makes me feel right at home. From the wind in my hair to flush out that smell of petrol, to the vibrations beneath my feet from a proper sounding engine, I couldn't be happier.

The pleasures that most car drivers enjoy – electric windows, air con, power steering and those things they call brakes – I never really felt like I was driving myself, until I got back behind the wheel of a Beetle. Life is now good again. ■

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> "Since then, I have been lucky enough to to find myself part of an ever-growing Vee Dub Family"

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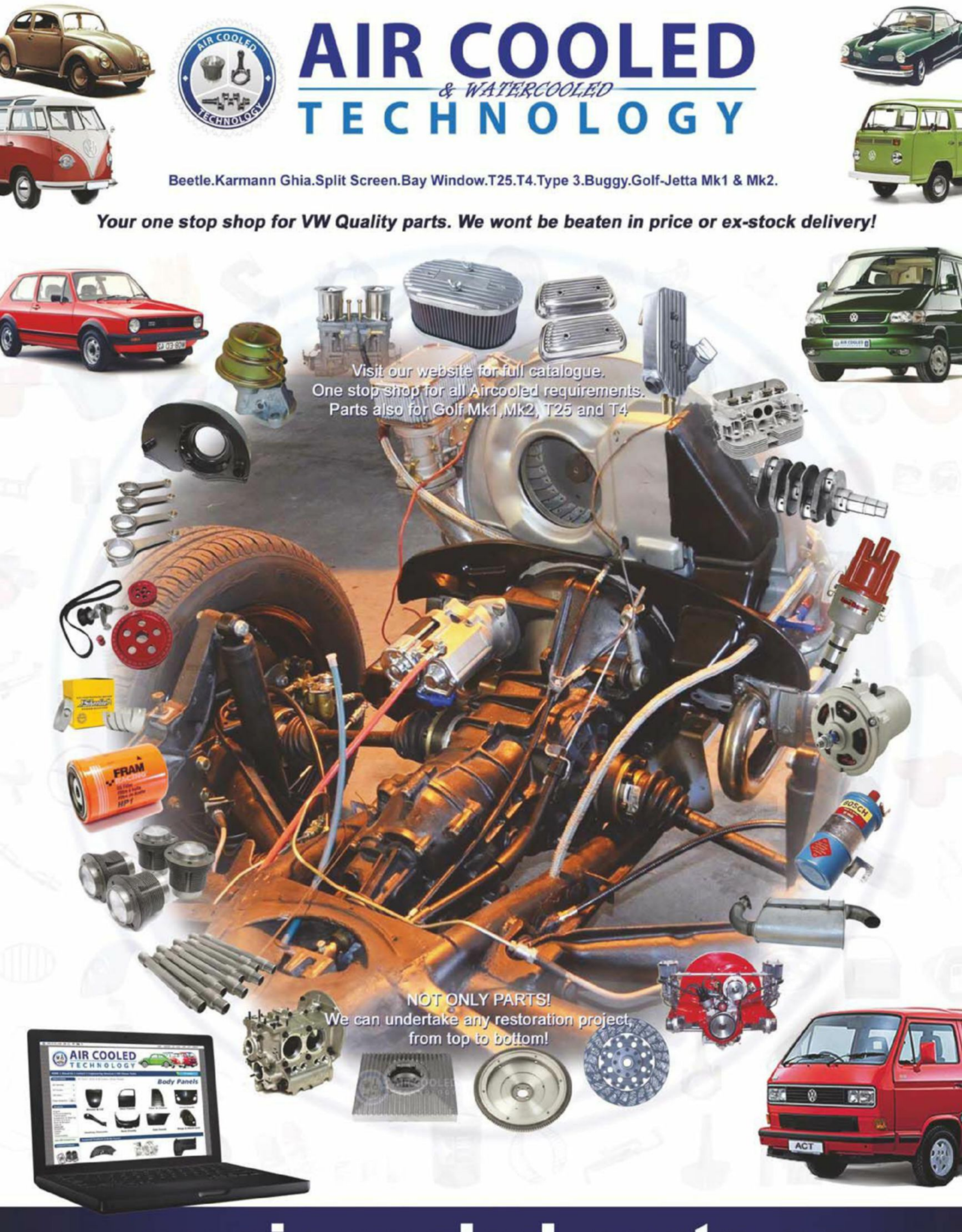

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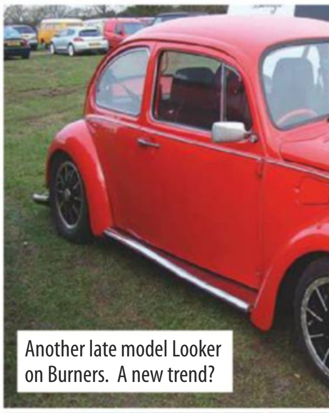
Fresh out of Voodoo Paint, we were liking the banded steels on this Bug

Anthracite Grey '63 was just as lovely on the inside. We liked it, a lot


Another late model Looker on Burners. A new trend?

The queue started here at 9am. Fortunately, there was plenty to admire whilst waiting to get in

Bingley bound

The first show of 2016, and all that jazz

Words and photos James Peene

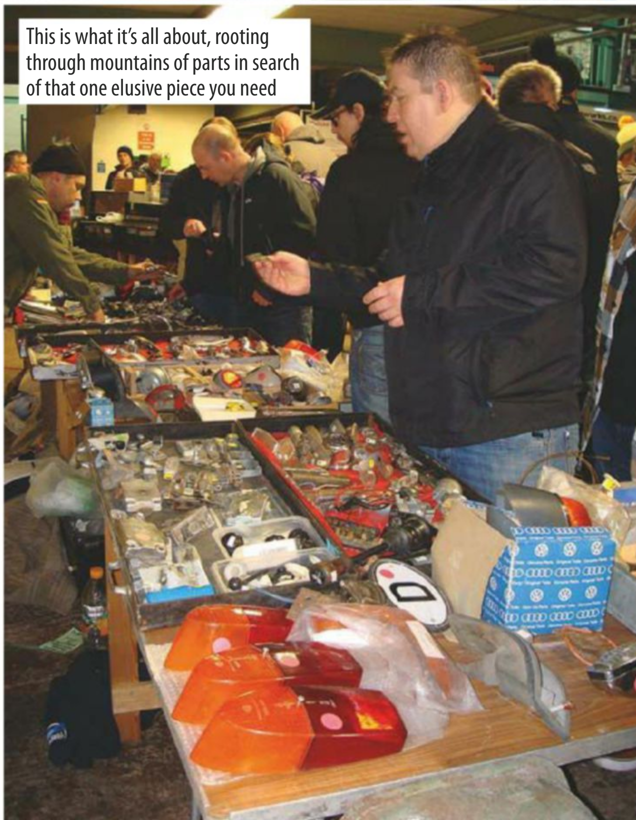
Stay in bed for a couple more hours or get up, brave the cold and the rain and drive to a big metal shed in Staffordshire? Hmmm, what's a man to do?

It was a no brainer really. Dub Freeze always kicks off the VW show season and so is the perfect opportunity for most of us to dig our cars out of hibernation and meet up with all the like-minded cohorts we last saw before Christmas. That's how it's always been for me, anyway.

It's always a good idea to arrive early if you're hoping to find a specific part at this swapmeet and, having done precisely that, I found an impressively large queue waiting for the doors to open. Seeing that as a good thing, I took the opportunity to meander around the car park, which is a VW show in its own right.

What I found most amazing, judging by the amount of detritus and mud smeared around the majority of Campervans in the area, was how many people had decided to camp the night before. Don't get me wrong, camping is cool, but this was February! I guess some people don't need an excuse to get out and camp.

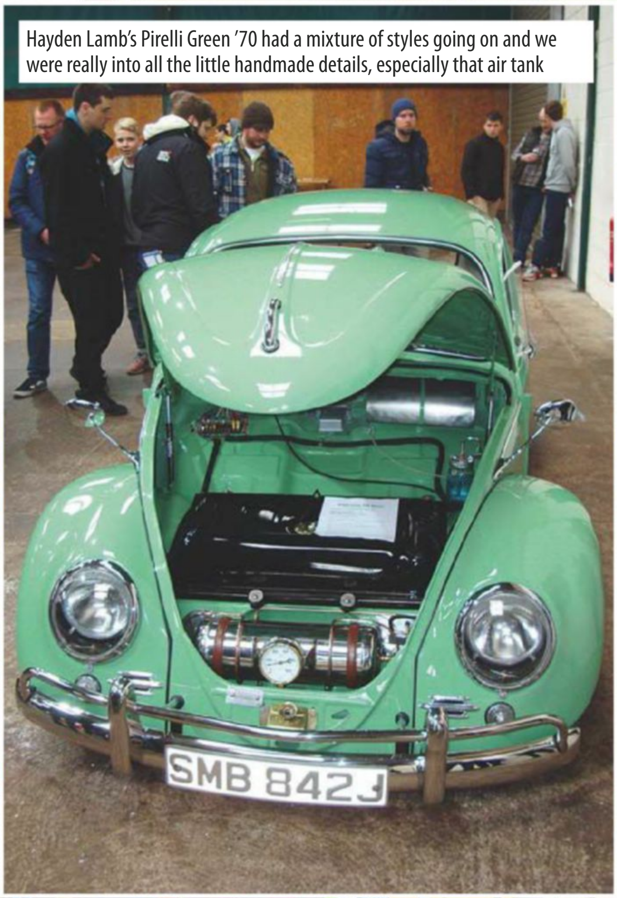
Moving inside, it was good to see the place so busy, both with traders and punters looking to spend their hard earned. I couldn't find the chap I was supposed to be collecting some pre-bought parts from, so I spent most of my time looking for other things to buy instead. Much to the rest of the *VolksWorld* gang's chagrin, I came away with some repro Albert mirrors for my '60 and was happy as Larry with my day. I'll definitely be back for more of the same in 2017. ■


This is what it's all about, rooting through mountains of parts in search of that one elusive piece you need

As it says in the window, California Look. This baby blue '72 definitely had the Look

Barndoor, Split Beetle or Sprints, there's a wheel here for everyone

Delta Green (what's left of it) Bay for sale



Hayden Lamb's Pirelli Green '70 had a mixture of styles going on and we were really into all the little handmade details, especially that air tank

Ruby Red '65 was a built at home feature in the Jan '15 issue

You want beauty rings for your Bug, Ghia or Razor? Get them here

Max Edwards' late model now with added air ride

10am and the main hall was already chock-a-block. Good times

We left a calling card on this one. If it's yours, get in touch. Please

Subtle '67 Ghia coupé created its own parking space

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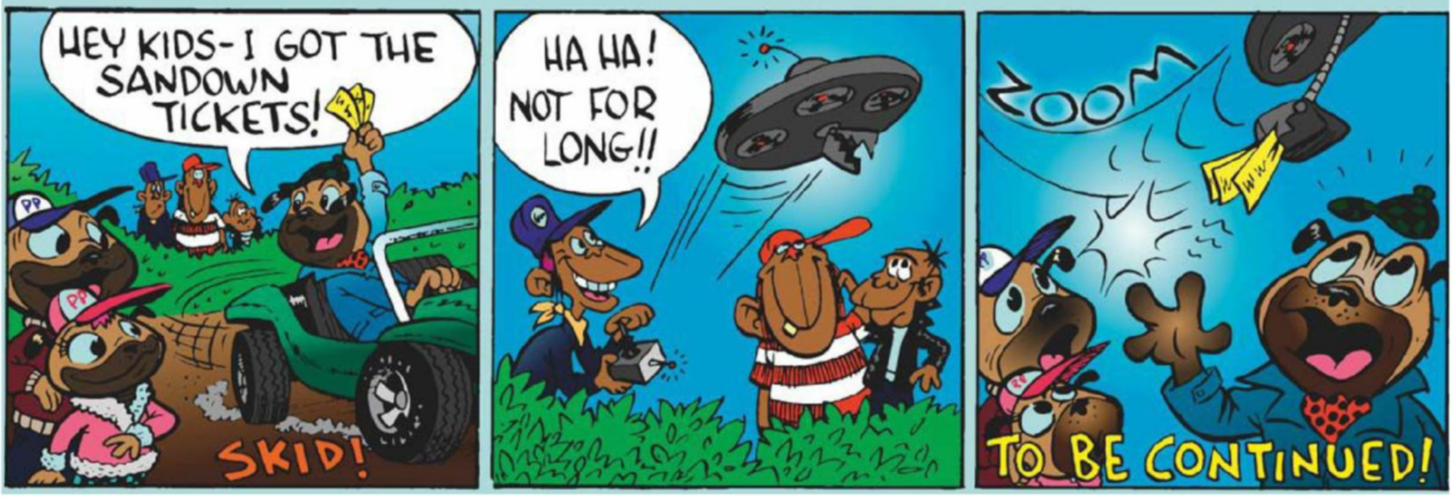
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TO BE CONTINUED!

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Destination Autotron

Banish the winter blues with a visit to this great indoor VW show in The Netherlands

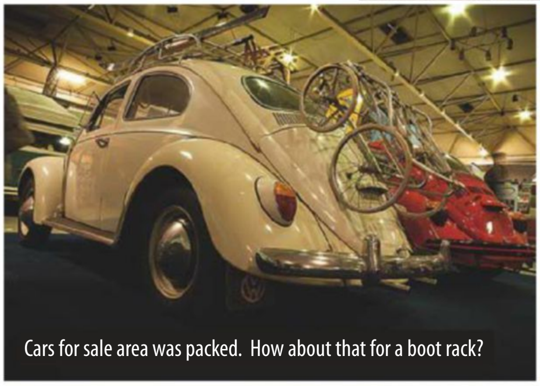
Words and photos Joep van Cranenbroek

The Air-cooled Winterfest, formerly known as Kever Winter Festijn (Beetle Winter Festival) is a relief for a lot of Dutch and Belgian airheads. Every year, early in January, this event gives them their fix of VW madness to help them through the long, cold winter. As such, it's the ideal place to meet up again with friends, and perhaps find that elusive part for your winter project.

The Winterfest is held at a perfect location, namely Autotron in Rosmalen, a town in the centre of The Netherlands. As an automobile / automobilia museum, amongst other things, it makes the perfect place for displaying cars.

Besides wandering around the club displays, searching for parts at the trade stands, and discussing with your friends the small things you might have done different on those many show cars, there's an extra reason to be there. Every year the organisers auction a Beetle. The only thing you have to do is to be there and keep hold of your entry ticket as, by the end of the show on Sunday, it is given away to one lucky person. This year it went to an enthusiast who was in the process of searching for his first VW, so it couldn't have gone to a better home. What a way to end a fantastic air-cooled VW weekend! ■

Yes, we do like some patina in The Netherlands



Cars for sale area was packed. How about that for a boot rack?

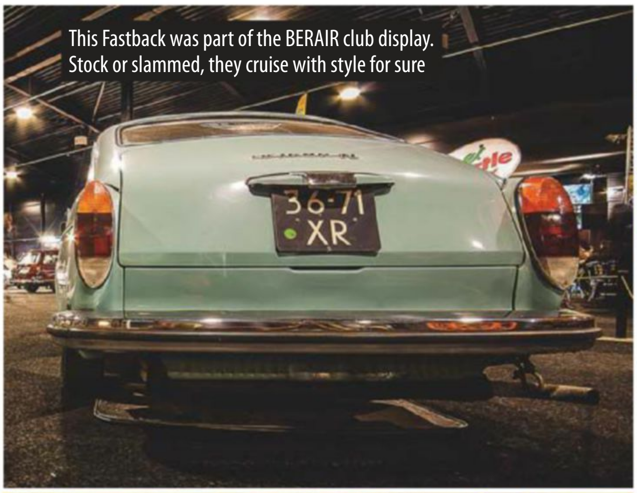
We love Mr. Fijn's Hurst-bumpered Panel

Perfect stance! Gulf Blue early '60's Bug was really clean

Can you think of a better way to carry your Porsche Formula Vee?

A bone stock Barndoor. Don't you love it?

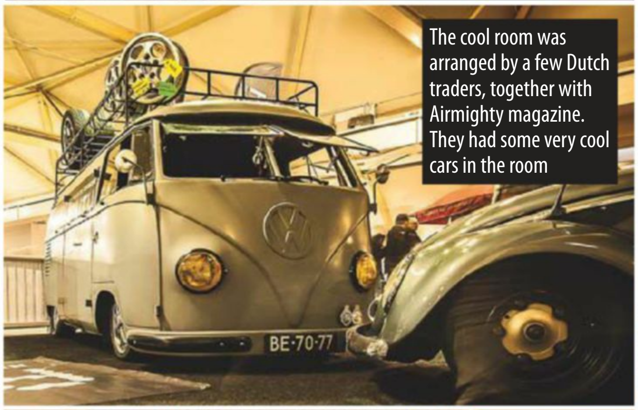
BE-74-20
AM 24-32



This Fastback was part of the BERAIR club display. Stock or slammed, they cruise with style for sure

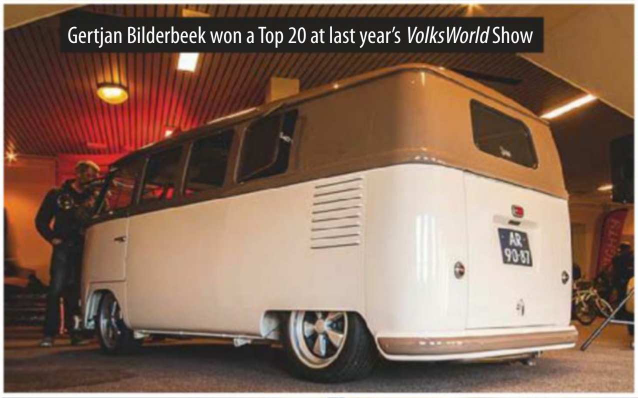
GEZOCHT
Nu ook (trailer)autoverhuur

Sectioned Volksrod on Ford wires featured green realistic flame paintwork. It was a crowd pleaser



The cool room was arranged by a few Dutch traders, together with Airmighty magazine. They had some very cool cars in the room

Everything on Nick Menkinck's Beetle was done by Nick, including engine and interior trim



Gertjan Bilderbeek won a Top 20 at last year's *VolksWorld* Show

Just another perfectly restored Panel

1960 Cabriolet from the Aircooled VW de peel club

Michel Jansen's ex-*VolksWorld* cover Ghia

VOLKSRODS.NL
Volks Repairs

Love 'em or hate 'em, this Voksrod was built to a high standard

Another shot of Nick Mensinck's Wolfrace-shod Bug besides Erik Spiering's oh-so-original Fastback

It's all there, Type 1, 2 and 3!

Compared to the start of last year, recent progress has been incredibly slow. I've had to take my foot off the gas and focus on other areas of my life. But the car is getting there now and an MoT is just about in sight

Simple mistake

Steve costs himself time and money. No change there then

OWNER INFO

NAME: Steve Gosling

CARS: '61 ragtop, '67 Ghia, '70 Bay

WORK THIS MONTH: Get to bottom of the charging issue; fit new track rods and mess about with ride height settings

Time to spend on the ragtop has been in short supply since The *VolksWorld* Show last year. Selling our flat, buying a house, getting married, going on honeymoon etc. all meant I had bigger fish than VWs to fry in my 'spare' time. Especially as I didn't see my now wife between Christmas and The *VolksWorld* Show as I basically lived in the garage. In other words, I'd used up any accrued brownie points during that period and needed to be a good boy, at least for a while.

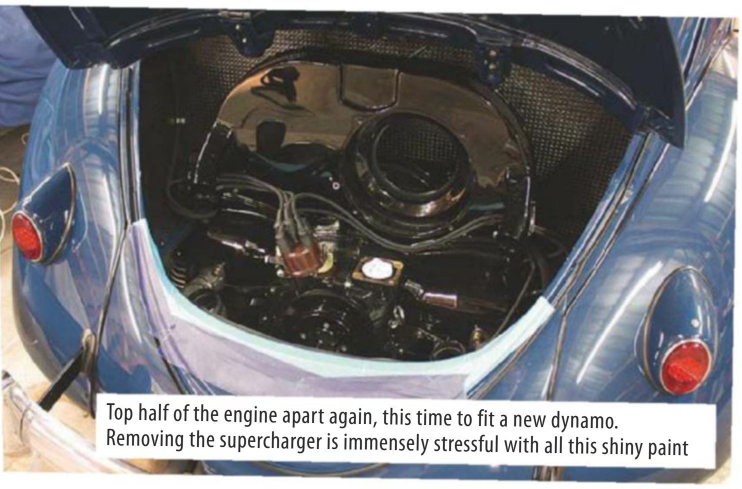
I actually had the car running a couple of weeks after the show, and boy did it sound cool. But there was a problem. It wasn't charging. Actually, that's not strictly true. It would charge at idle but, every time I brought the revs up, it blew the regulator. As I've said before, wiring is a weak point of mine. I'm getting better (a lot better now I've been through this ordeal) but it's still not an area of car building I'm confident in.

> "Everyone told me to get an auto electrician out to fix it..."

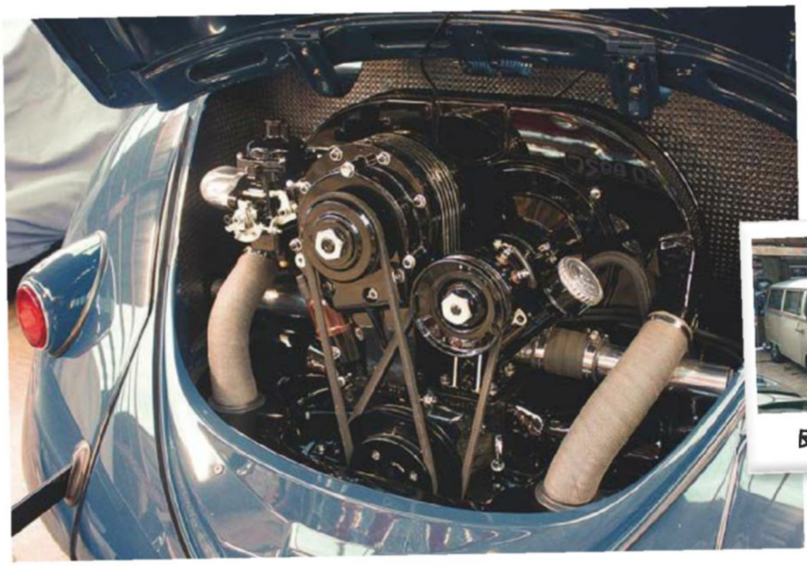
Everyone told me to get an auto electrician out to fix it, but that's not what building this car has been about for me. I wanted to solve the problem myself, how else am I supposed to learn?

So, in short, I went through seven regulators in the learning process. I had my Porsche 356 dynamo rebuilt, bought another thin case 12V dynamo – this time a 38 amp one from a VW industrial engine – and made a separate, external wiring loom. It took the best part of six months of occasional work to get to the bottom of the problem and, if you read the little project updates to the right side of this page each month, you'll know the problem eventually turned out to be entirely my own doing.

My external wiring loom may not look pretty, but it did help me finally solve the charging issue



Top half of the engine apart again, this time to fit a new dynamo. Removing the supercharger is immensely stressful with all this shiny paint



Engine back together with new, freshly painted dynamo. While it was all apart, I re-detailed everything. I'm now officially bored to death of polishing things, but this is still one of my favourite areas of the car

In the end, it was the simplest thing, I had fitted two wires on the dynamo the wrong way round. That was it. In my defence, I did it at about 3am one morning, two weeks before the show, when sleep deprivation was in full effect. And the reason I hadn't noticed the misplaced wires? I used black heat shrink on the exposed ends as I didn't want any unnecessary colour in the engine bay. So basically I screwed myself with my own utter madness. Berk.

You'd think I'd be annoyed at the time any money involved in rectifying this mistake, but the truth is I was so glad to finally get to the bottom of it, I actually couldn't care less. The car now charges and I'm a whole lot more proficient at wiring, and that's all that matters to me.

Snagging list

With the car finally charging, the new dynamo (it turned out there was nothing wrong with the first one) painted black by Alan at Creative Coachworks and the engine back together and tuned up, it was time to move on to the other jobs on the snagging list.

First up were the track rods and tracking the car at my chosen ride height. Mike at Aire Valley Speed Shop made me up a new pair of solid track rods as I'd managed to bend the narrowed long rod years ago while messing with the air ride. These are now fitted and I've been playing with ride height. This is a tricky one, as it has to be high enough that it doesn't rip the arse off my perfectly painted car, but low enough that I don't need an oxygen mask and get a nose bleed every time I drive it. The trouble is, I'll only know it's too low when it hits the floor, and by then it'll obviously be too late.

After that, I've got to go through the car from front to back checking every bolt is torqued correctly and then take it for an MoT. The open road is in sight, I now just need some German road builders to perfectly tarmac the road to the garage so I can drive the car to that open road without it getting filthy! ■

Solid track rods were made by Aire Valley Speed Shop and painted black at Creative Coachworks. My narrowed, stock, hollow ones bent under the strain of the air shocks, these bad boys won't!

Petrol tank had to come out to change the track rods, which meant I had to give this lot a re-detail, too. Time consuming, but it's good to know the whole car has several coats of polish on it to protect it and hopefully help keep it looking nice

VOLKS WORLD PROJECT CARS

Battery jumper

Owner: Steve Gosling
Cars: '61 ragtop, '67 Ghia, '70 Bay Window
This month: The battery jumped its clamp, slid back, snapped the earth off the rear light, which shorted out against the live, resulting in a blown fuse and no indicators. Ah, the joys of driving old Volkswagens

Blast off!

Owner: Cathal O'Toole
Cars: '77 Cal Look Beetle, GT Beetle and '73 Riviera Camper
This month: The '77's body and floorpan have now been blasted and zinc primed. The wheels, front beam and gearbox are next. Then the fun begins!

Thinning on top

Owner: Mark Walker
Car: '68 Beetle, '67 Beetle
This month: I've been doing some work on the Swedish '67 (see this month's how to) and have also begun to wipe off some of the terrible paint repairs with thinners

Material boy

Owner: Gordie Woollacott
Car: '78 Westy
This month: I've fitted the new canvas to the pop-top, ready to go back on the Bus. This is the second canvas from NLA VW I've fitted, and they're top quality

Going grey

Owner: Jon Robinson-Pratt
Car: '63 Beetle
This month: I've finally removed that horrible '80's louvred firewall to expose lovely grey paint behind. Now I just need to clean off the matt black overspray…

Wheels of fortune

Owner: Steve Parsons
Car: '61 Split
This month: My new rims! They've been shot blasted, chemical dipped, powder coated and detailed at home. One done, three more to go…

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VOLKS WORLD
XAS 845

Strip show

New, old and soon to be not very stock. Work on James' '60 begins in earnest

OWNER INFO

NAME: James Peene

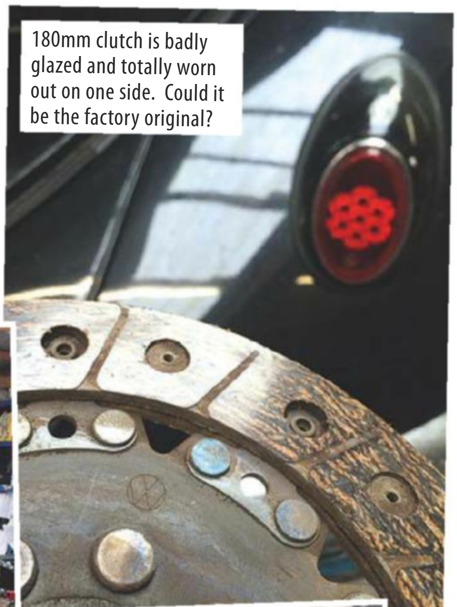
JOB: Editor

CAR: '60 Beetle

WORK THIS MONTH: Crank open my wallet and start buying lots of parts for the mechanical refresh and stance rectification

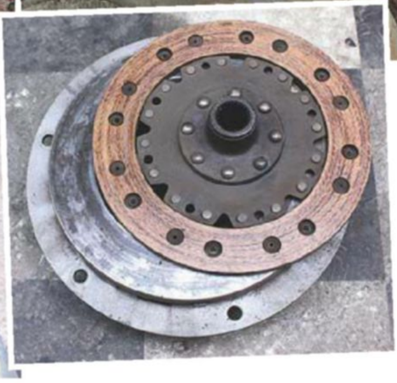
I know it will be sacrilegious to some, but the modification work on my semaphore Bug has begun. I can hear the stock Nazis already, bemoaning the fact that I'm taking an ex-museum piece with a fully documented 64,000 kilometres on the clock, and messing with it, but you know what? They should have bought it before I did, and it's not like it wasn't for sale for very long either.

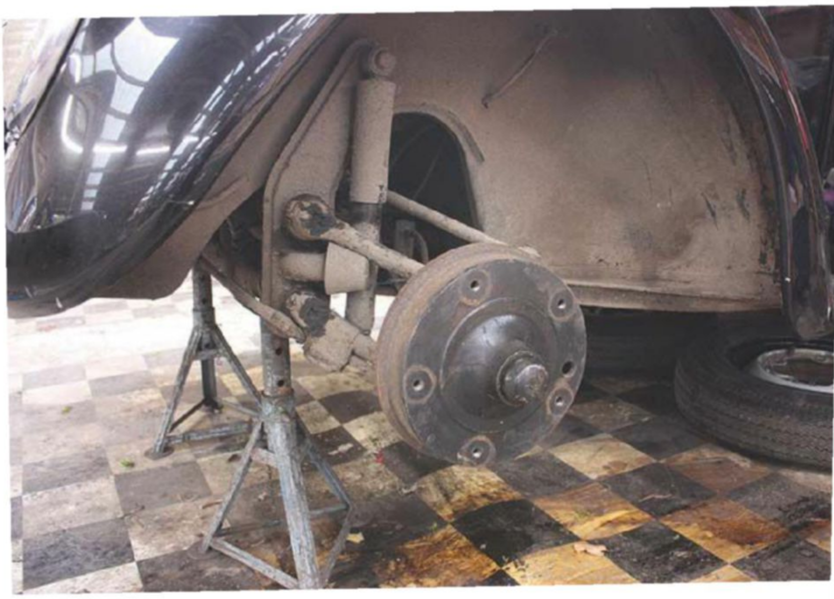
Truth be told, my latest purchase is exactly the sort of car I've always wanted. A one owner(-ish), original car that hasn't been butchered, bodged or messed around with. I had a similar car many years ago, in the form of my old '63 ragtop. That had a similar story, being low mileage, low owner and in lovely original condition. I fitted an adjuster in the beam and some BRM replicas, but couldn't bring myself to do anything else that would have chipped away at its originality. I eventually ended up selling it because I couldn't bring myself to turn it into the car I actually wanted. But selling it was a bit like cutting my nose off to spite my face, and I always regretted the decision.



180mm clutch is badly glazed and totally worn out on one side. Could it be the factory original?

NOS at some point in the past and currently on my car. Pukka VW heater boxes





The entire braking system will be gone through, but the original wide-5 drums are staying. The plan is to fit adapters so I can run some detailed replica Fuchs

It's become standard practice to immediately disable any car that is parked in Steve's garage. Who am I to break with tradition?

Which is why I've decided to turn my dream model year into my dream car. Nothing will be done to the car that is irreversible and, should I ever decide to sell it, it could easily be returned to stock. With the plan I have in mind, it's only the front beam and spindles that are being changed anyway. The Flat4 Fuchs that are going on will be fitted via adapters and the only other change from stock will be a useful upgrade to 12V electrics.

Man at work

However, there's a lot to do before I can bolt any trinkets to this car, and it's at this point I really need to thank *VolksWorld* art ed, Steve Gosling. Because I'm so ridiculously busy right now, he's stepped into the breach once more (as he always does with my projects) to bail me out with his mechanical expertise. None of which is at all helped by his own workload, or the fact that I've set a deadline of driving the thing to this year's *VolksWorld* Show. Sorry Steve!

Unlike myself, Steve's not one for (much) procrastination and quickly came up with a plan of attack. First, he wanted to know what my vision was for the car, then he helped me decided what to prioritise in order to achieve it. So, as I'd need to have fresh king and links pressed into the new dropped spindles I've bought, the front end was deemed the place to start. Removing the front beam would allow us to work out what other parts I'll need to buy to ensure the car is in the best possible mechanical shape. Things like new brakes (one of the cylinders definitely looked dodgy), shocks, rubber bushes etc.

> "There's a lot to do before I can bolt any trinkets to this car"

Essentially, because the car has sat for so long it needs everything going through, and that's what happening. Despite years of caked on dirt (I have no idea why it's so filthy, or where it's been to get like it has), everything came apart with ease. No rusted bolts or snapped fastenings, which is one of the benefits of finding an unmolested, low mileage car.

Then, with the front end immobilised, it seemed fitting to do the same to the rear. So, the engine came out because the clutch was iffy. Closer inspection revealed said clutch to be kippered, which isn't surprising when you consider it appears to be the one the car left Wolfsburg with in 1959! Steve also pointed out the genuine VW label on the heat exchangers, still there from when they were fitted many moons ago, which helps explain why they work so well.

The engine will receive a proper clean up and service, a new clutch and an upgrade to 12V electrics so I can run an electronic ignition module and have lights that actually light the road ahead.

Exciting times! ■

Decades of dirt and old underseal will have to come off at some point, but that's a job for outside on a nice summer day

The original beam will be cleaned up and stored, just in case the car is returned to stock in the future. How grubby is that steering box?

Thanks for the bumper Simon. I'll use it to replace the banana'd original

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On the road again

Before driving any new purchase, it's wise to do a bit of mechanical maintenance

Words and photos Mark Walker

Although our '67 Beetle recently went through an MoT, it had been sitting for a while before we bought it, so we felt it prudent to check things over mechanically before really starting to use it in earnest.

We had detected a slight rumble coming from the front end after the car had been repatriated from Germany and, despite the MoT man being happy enough to issue it with a pass, we decided to dive in and see what was amiss. As it turned out, it's a good job we did… ■

JOB INFO

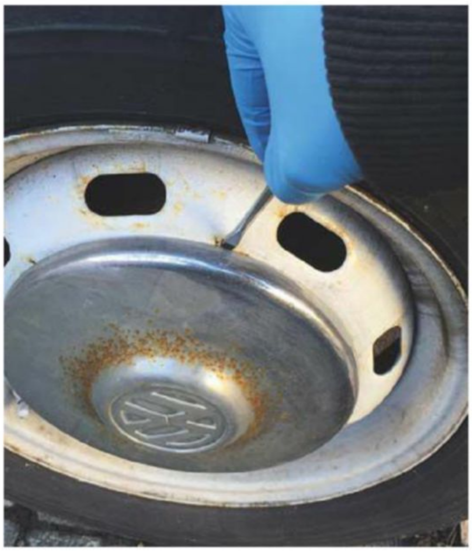
TOOLS NEEDED: 17 and 19mm sockets; ½-inch drive breaker bar and ratchet; 11mm brake pipe spanner; 14, 17 and 24mm spanners; 8mm hex key; hammer; various levers

MATERIALS USED: Emery cloth / sandpaper

TIME TAKEN: 1-2 hours per side

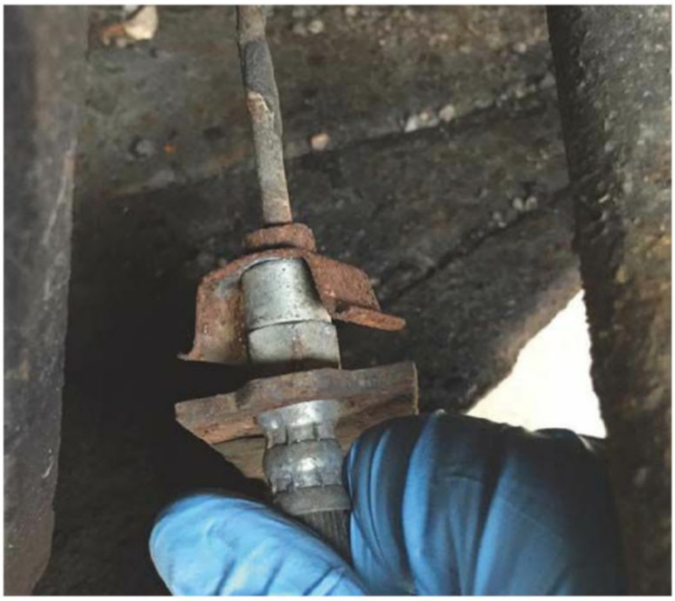
COST DIY: approx. £30 per side

PRO: approx. £150 per side

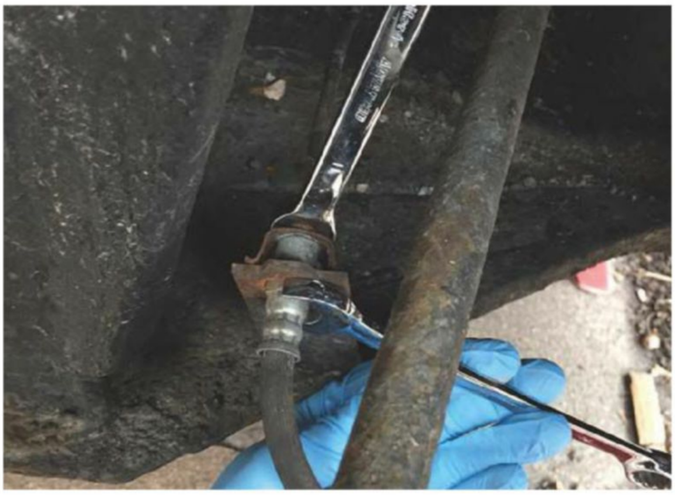


01 Having read through the full how to here and got all your tools ready, you first need to remove the hubcap. If you are worried about damaging the paint, use a hubcap removal tool. If not, or if your wheels need repainting like ours, you can simply pry it off with a large flat-blade screwdriver

02 Next, take a 19mm socket and extension bar and loosen the wheel bolts before you jack the car up. Just loosen them at this stage, don't remove them. Now you can jack up the front of the car and secure with two axle stands under the front axle beam, or at the front of the framehead

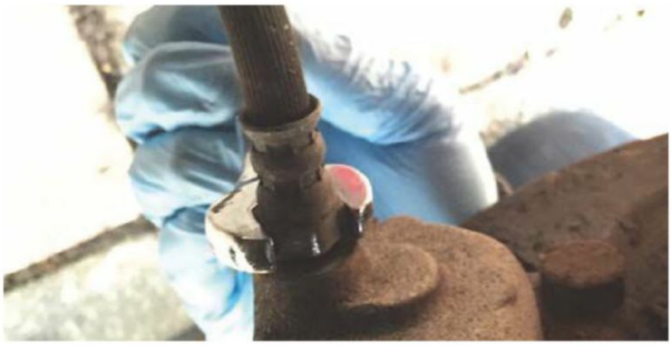


03 With the wheel out of the way, you can carry out a visual inspection of your brake hoses. What you are looking for is rusted unions, or perished / old looking rubber hose. If your brake hoses are old, there's no excuse not to change them at this time, as old brake hoses swell inside and could be the cause of binding brakes, by not allowing brake fluid to return from the caliper. Our car actually had the wrong hoses fitted and the securing clip wasn't securing the hose to anything, so we elected to replace with the correct parts

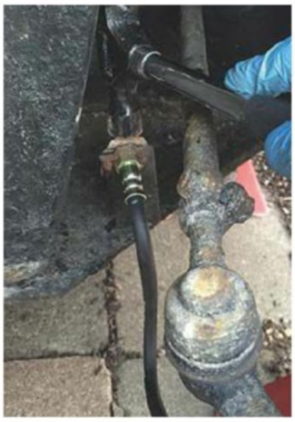


04 To replace the hose, first remove the spring clip on the inner end (take the pipe grips or pliers and try and wiggle it free). If it is seized solid and refuses to budge, take a hammer and chisel or screwdriver and try tapping one of the forked ends to free it. I find cursing often helps here.

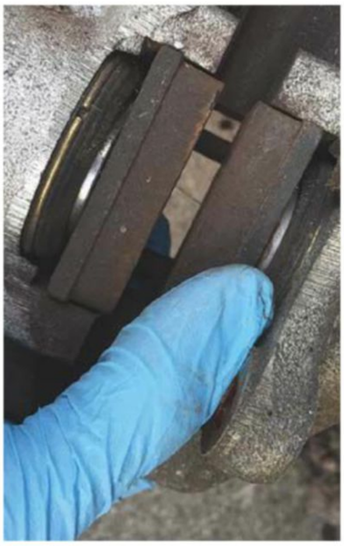
With the spring clip removed, you need to loosen the inner end of the hose first. Wire brush off any crud from around the unions and give it a good soaking with WD40 or similar. When this has had a little time to soak in, pick up the 11mm brake union spanner and the 17mm spanner. Our top tip here is to position the spanner ends 3-4 inches apart so you can use your grip strength to loosen the union. Your knuckles will thank you for it. Just loosen the union at this stage, don't remove it



05 Now look around the back of the brake caliper at the point the hard brake line attaches to the flexible hose (1302 / '03 models) or the flexible line inserts into the back of the caliper (beam axle models). There will be a spring clip here securing the brake hose on the 1302 / '03 models, which you need to remove. On these models, the hose has two female ends and the procedure for removing the outer end is the same as the inner

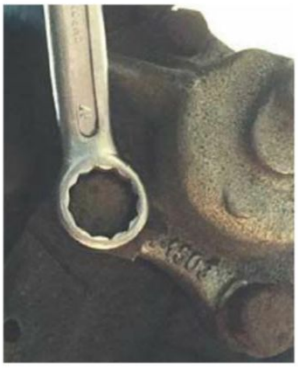


06 If you have a regular beam axle-equipped car, the outer end of the hose will be male and will screw straight into the brake caliper. You will need a 14mm spanner to undo this union. With both ends loose and working as quickly as you can, undo the old brake hose and remove, then screw in the new one to the caliper end first, before attaching the inner end. Do up to finger tight at both ends to minimise fluid loss, then tighten. Mop up any spilt brake fluid and give the areas a wipe over with solvent, such as brake cleaner

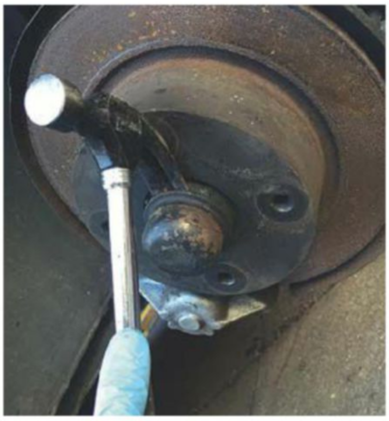


07 You will need to remove the brake caliper in order to service the wheel bearings but, before you do so, it's a good idea to check the condition of the brake pads. Ours had plenty of meat left on them, so we chose to leave them in situ. If yours look iffy, now is the time to replace them.

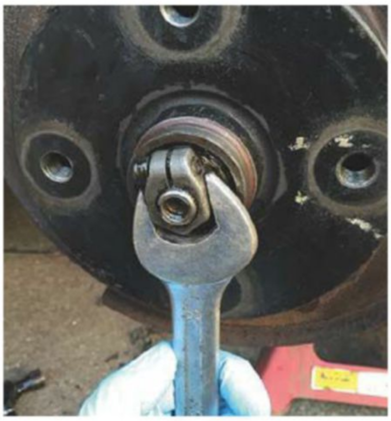
To remove the brake pads, you have to knock out the pins securing the pads. Use a hammer and small punch to do this. Remove the spring clip after the first pin and put in a safe place. If your caliper is binding on, you will have to wait until it is removed to extract the brake pads



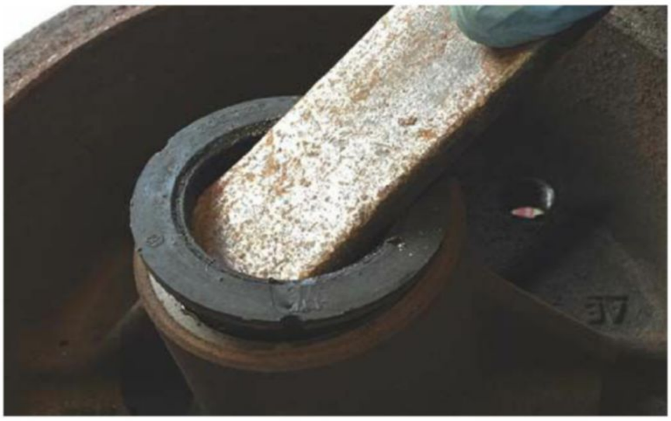
08 Now take a 17mm socket and remove the two caliper bolts from the rear of the caliper. If your caliper is not seized, you will need to support it when it is removed. If the caliper is seized on, try using a tyre lever to work the caliper off the disc. If the pistons are seized in the caliper and you can't free them, budget for new calipers as the chances are the piston bores are beyond repair. If the caliper checks out okay, as ours did, store it safely out of the way inside the framehead



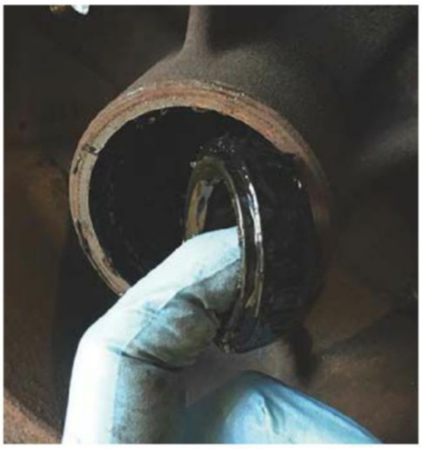
09 In order to access the wheel bearings, you first need to remove the spindle grease cap. You can do this with pry bars, but our top tip here is to work it gently from all sides with a claw hammer until it is loose enough to withdraw. If you are working on the nearside of the vehicle, remember to remove the E-clip, or split pin, securing the speedo cable first



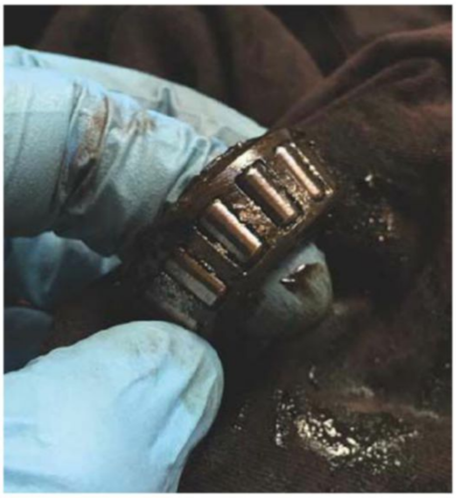
10 With the grease cap out of the way, you now need to remove the spindle nut. Depending on year, this is either secured by two nuts or a big one with an 8mm hex bolt. Undo the hex key, then take a 24mm spanner to wind the spindle nut off. Remember, if you are working on the nearside of the car, it has a left hand thread, so must be turned in the opposite way to normal to loosen it



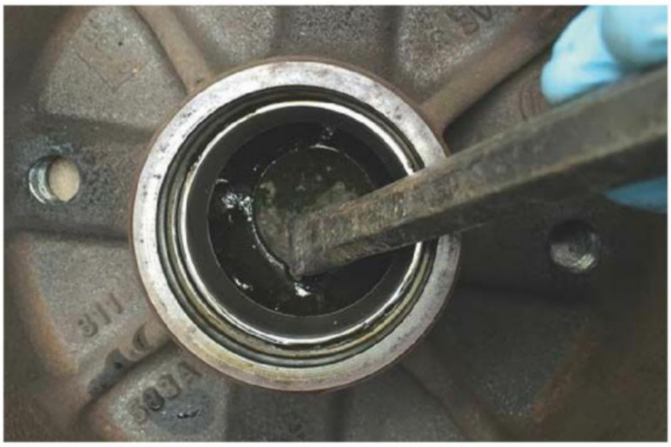
11 With the spindle nut out of the way, you can withdraw the disc from the spindle by pulling it towards you. The outer bearing and thrust washer will just fall out, so catch them and give them a clean. To remove the inner bearing race, you first need to remove the grease seal. A tyre lever works here if you don't have the proper tool. The inner bearing will then come out. Clean and set aside



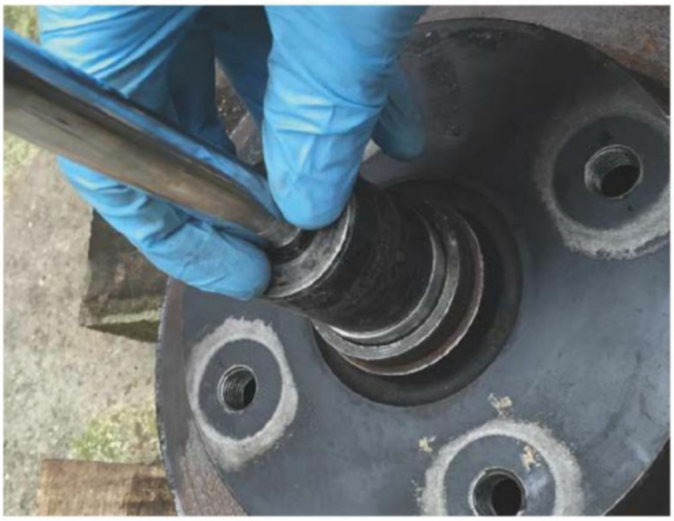
12 You can now scoop all the old grease out from inside the hub and around the bearing carriers. When you've scooped out as much as you can, give everything a good clean with a degreaser – we chose thinners, but brake cleaner works well, too



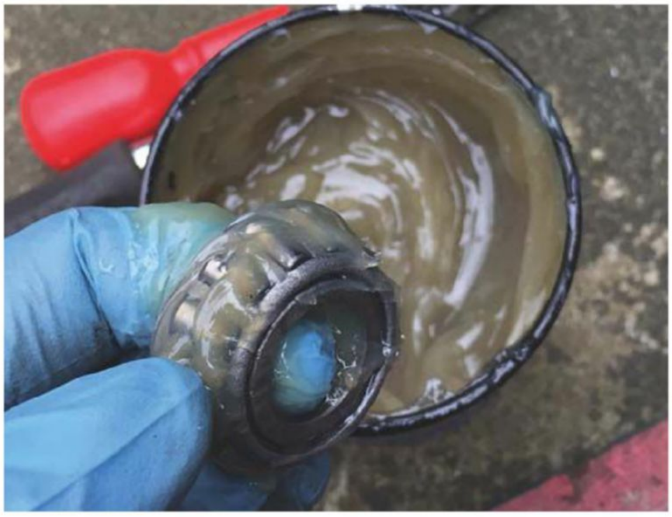
13 The first telltale sign that all was not well on our car was metal particles all over the outer bearing. Closer inspection showed these are from the surface of the bearing carrier, which had worn off through not having enough grease in place, meaning the whole bearing needed replacing



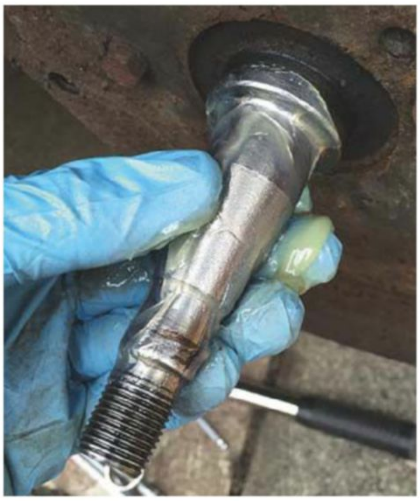
14 To remove the bearing carriers, you need to knock them out from the inside with a cold chisel. To do this, we chose to support the brake disc on two blocks of wood. Looking through the hub part of the disc, you should see two slots at 180 degrees from each other, where you can chisel to drive out the bearing carrier. Use a large hammer to work this out from both sides



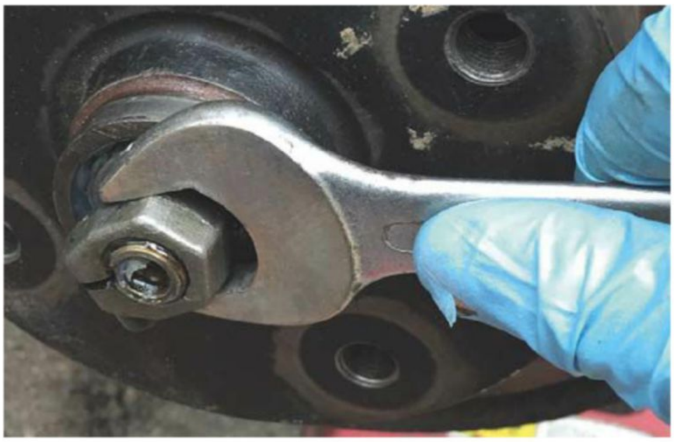
15 Now unpack the new wheel bearings and set aside the races for a minute. To install the new bearing carriers, we used a socket just large enough to fit against the top of the bearing carrier (but not so big it will get stuck in the hub!). Using an extension bar to hold it, drive it in square with the big hammer. You will know when the bearing carrier is fully home as the sound will change to a ringing noise as you hit it. As our discs had a light layer of pitting from sitting for a couple of months, we gently sanded the pits off at this stage, as leaving it until later would risk contaminating the grease



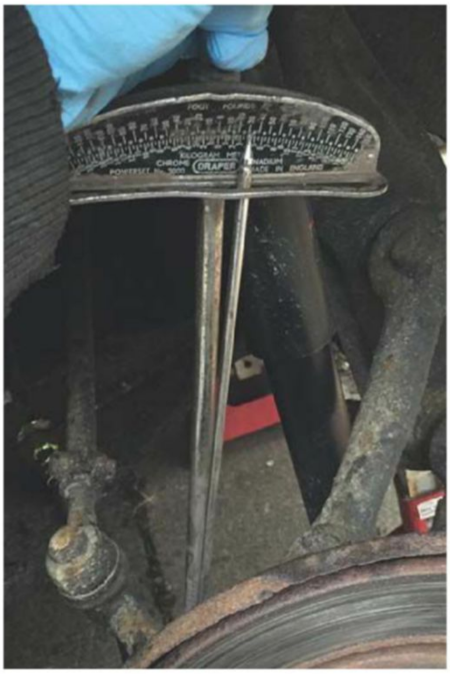
16 Pack the new bearings carefully with fresh grease before fitting. You can either use a bearing packer tool, which fits onto a grease gun, or do it by hand. When doing it by hand, hold the bearing in one hand and get a palm full of grease in the other. Keep applying the grease as you rotate the bearing until there is no metal-on-metal sound and you are confident it is packed with grease. Do the inner bearing first, then fit it into the disc, followed swiftly by the grease seal. Some of the new grease seals we've used recently are an extremely tight fit. We were lucky enough to get the original VW seal out without damage and it was good enough to re-use



17 You are nearly ready to re-fit the disc. First, clean any old grease off the stub axle, inspect it for any damage and, if it looks okay, apply a thin layer of fresh grease. Now push the disc onto the spindle and slip the outer bearing and thrust washer into position. You will likely need to hold the thrust washer in place with your thumb until you wind on the spindle nut, as it will keep trying to slide off

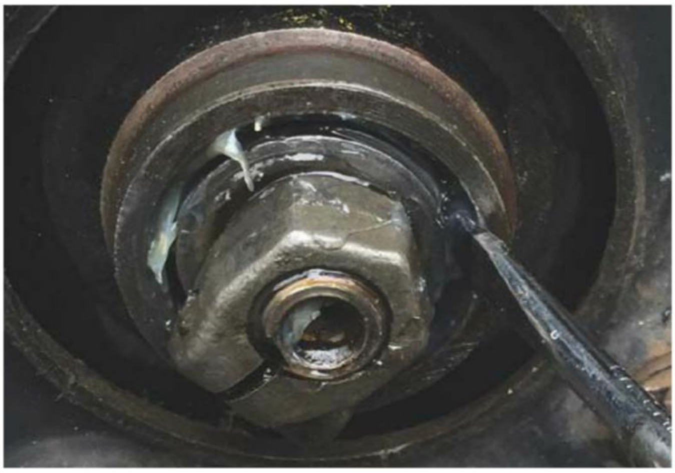


18 Wind on the spindle nut, then take the 24mm spanner and just snug it up – don't do it up anything like tight, or you will crush the bearings. You can now leave it until the wheel is fitted to set the bearing play. Take some solvent and give the disc a clean on both sides to remove any grease or oily fingerprints



19 Slide your caliper back into position over the disc and re-fit the two caliper bolts into the spindle. Torque to 43ft.lbs. If you have a 1302 / '03 model, you will need to secure the outer front brake hose and clip into position at this stage

20 You can now re-fit the road wheel, before you set the bearing play. Support the tyre on your foot to get enough leverage to start the bolts in the threads, then do up the bolts finger tight, before nipping them up with the socket



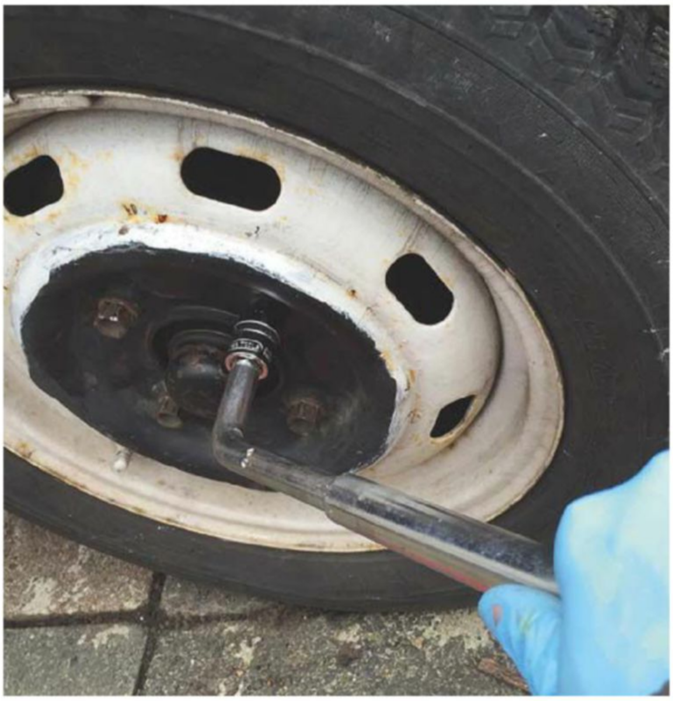
21 You can now set the bearing play. The idea is to allow the wheel to spin freely, without any detectable play in the bearing. A word of caution here: a wheel bearing that is too tight can be very dangerous, as it will cause a lot of heat to generate and could seize solid. The way I measure bearing play is with a screwdriver, as shown. If you can just move the thrust washer with a flat screwdriver when the bearing play is set without too much difficulty, there is enough play. When you are happy, you can go ahead and tighten the clamp bolt with the 8mm hex key.

Now tap the grease cap gently back into place. If you don't want to damage the paint, use a soft-faced mallet, or wood block and hammer

22 If you had the brake system apart to replace a hose, you will need to bleed the brakes. If you have any doubt about when your brake fluid was last changed, then bleed the whole system as brake fluid is hygroscopic and takes on moisture over time, which can lead to corrosion in the brake system. Always use new brake fluid from a sealed container.

You are supposed to bleed the brakes from the cylinder furthest from the master cylinder first, but I find it is best to first pull through some fluid to all four corners, then repeat the process from the furthest away. If you have had the whole system apart, it is hard to get fluid to pump to the rear wheels if it is not at the front wheels first. Bleeding the front first gives you at least some feel to the pedal.

I always use a brake bleeder hose with a non-return valve. Get an assistant to pump the pedal while the bleed nipple is open, then when there are no bubbles coming through the fluid, hold down on the last stroke before you tighten the nipple. Repeat, remembering to check and top up the reservoir regularly



23 When you are happy, remove the axle stands, lower the car to the ground and tighten the wheel bolts to 90ft.lbs (on stock steels, alloys generally need less). Re-fit the hubcap and drive

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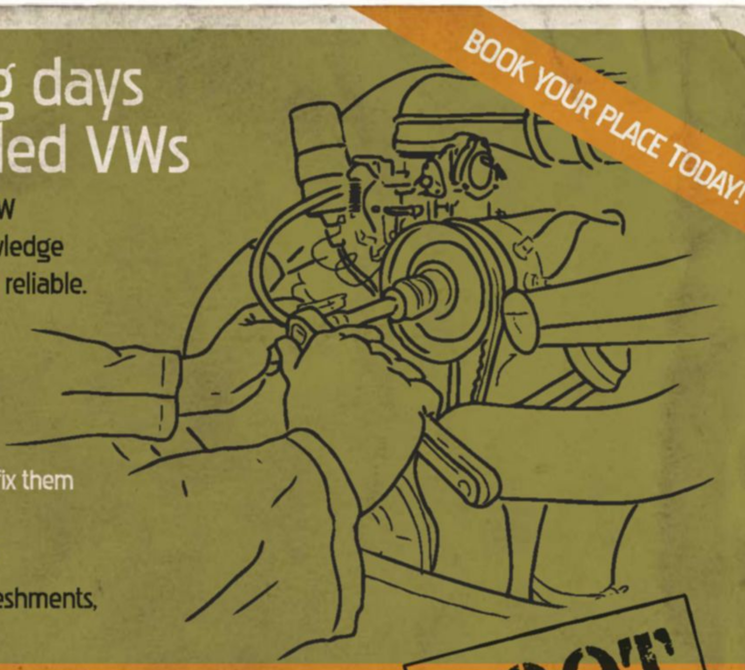

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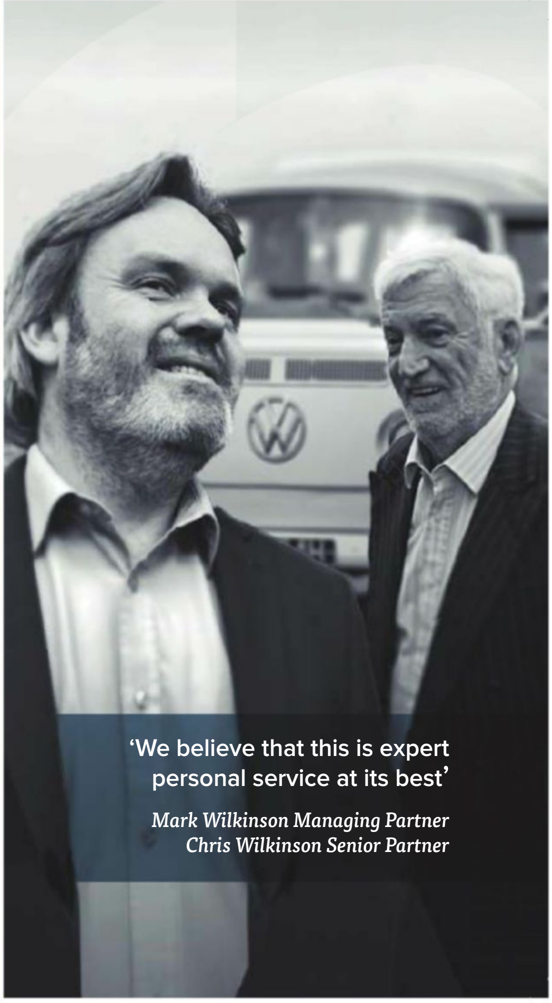

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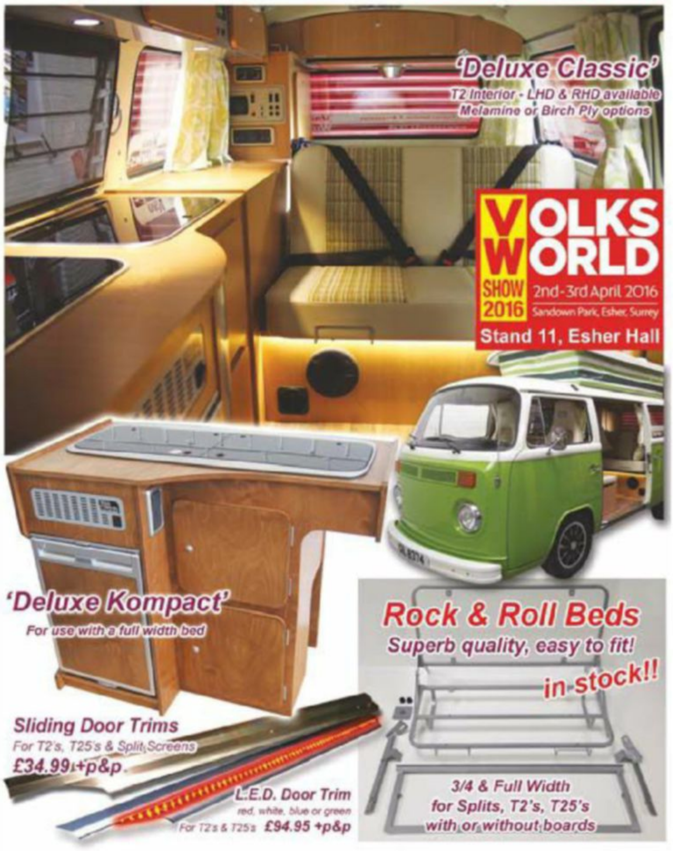

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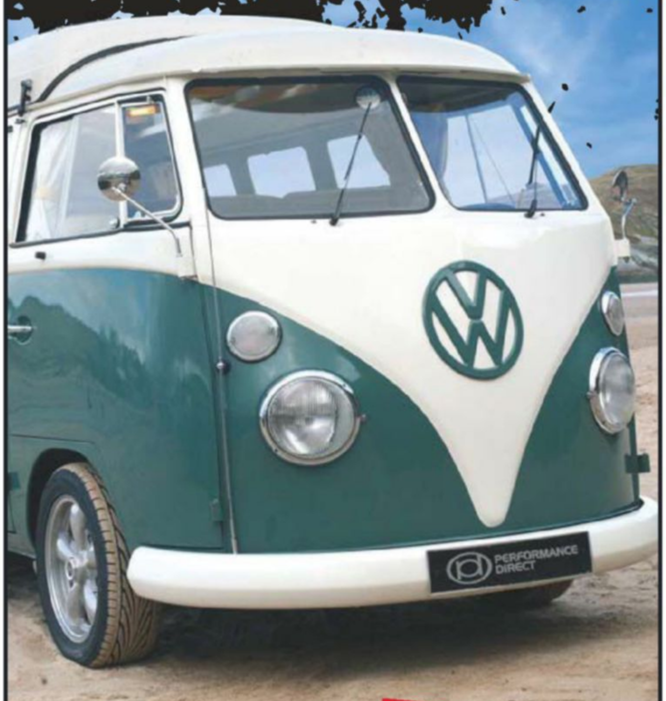

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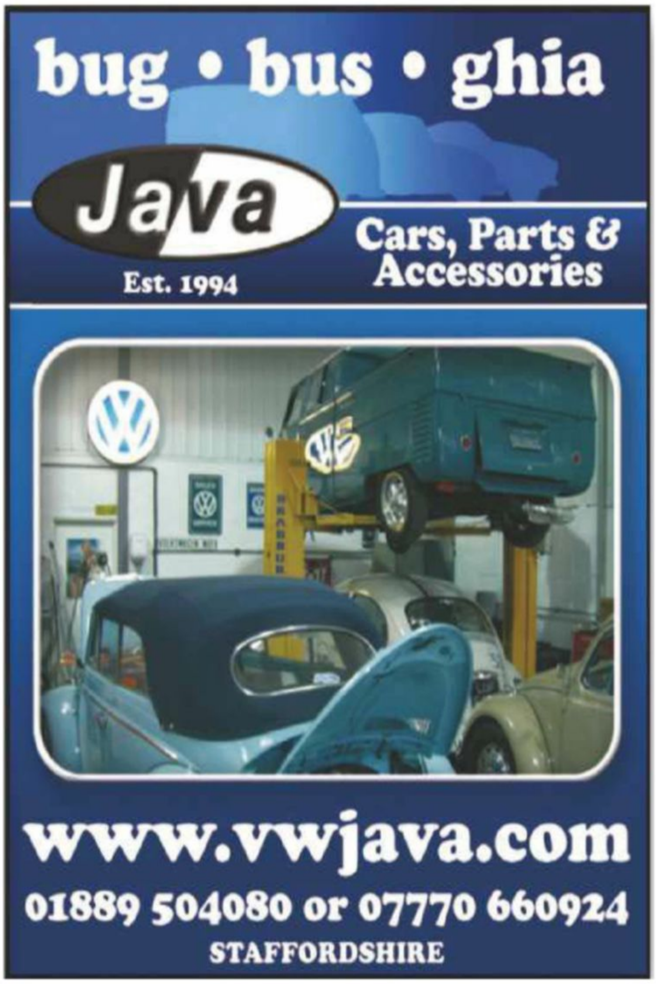

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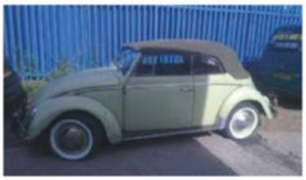

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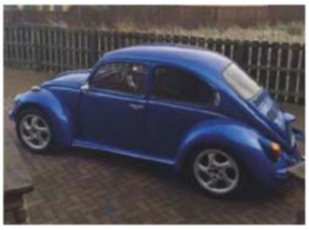

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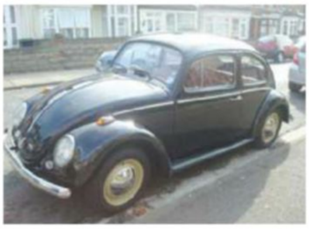

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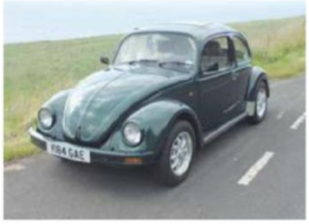

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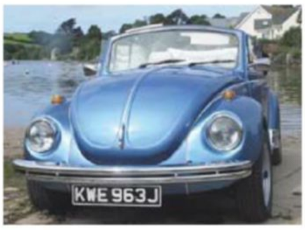

Volkswagen Beetle 1971 Karmann Cabriolet 1.6 2 door

Classic vehicle tax free, Dry stored, Blue, Italian import in 1997 with replacement black mohair roof, 1302 LS flat screen model with 1600 twinport unleaded engine at 5,800 miles. Dashboard has the traditional painted metal finish. Some minor rust blemishes in the paint but otherwise in great condition all over. Long MOT. Mileage: 6,559 Price: £5,495
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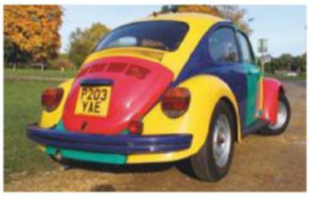

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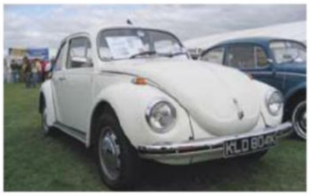

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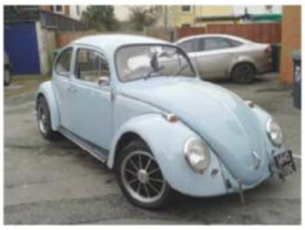

1967 1641cc VW Beetle

1967 VW Beetle 11months MOT - no advisories 1641CC Engine Lowered on drop spindles, Electronic ignition, VDO gauges (Rev counter, oil pressure and temp) Day mouldings wings New tyres Very solid and tidy car (£0,000 of receipts) More photos available on request
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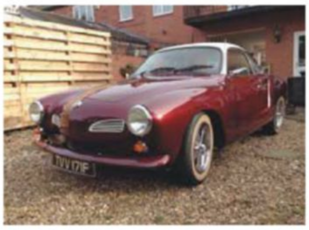

1968 Karmann Ghia 1600cc Twin Port

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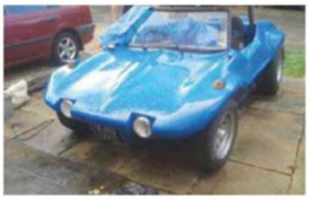

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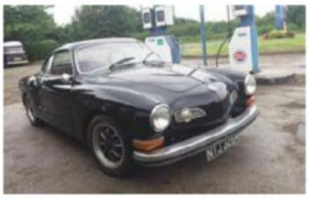

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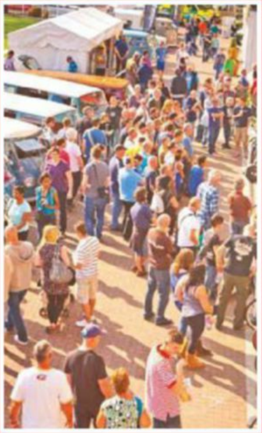

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Email Address: nic.snell@sky.com

VW Splitscreen 15 Windows Bus T1 Aircooled

Classic Brazilian Bus For Sale! My Splitty spent 42 years of her life in Brazil working for a farmer. Luckily she was located by a member of an Enthusiastic Brazilian Car Club that I know and she ended up in my hands in the UK. T1's German production stopped after the 1967 model year, however, still built in Brazil until 1975. This is a rock solid splitscreen, proving this as she rolled off the production line with the outstanding yellow Safari color. She still runs with the original 1500cc engine and gearbox which were serviced frequently by the previous owner. Importantly, she just been uk registered, fresh MOT and tax exempt. Comes with manual book and original key. interior remains original, black seats in great condition, dashboard in full working order, rich in details all around. Condition of this bus cannot be compared to any other similar listing, Viewing is highly recommended, for further information please call 07585027707.
Mileage: 51300. Price: 19000
Location: London
Phone Number: 07585027707
Email: eltonrubenkopsch@hotmail.com

T2 Jurgen Autoville Gypsy - 1979

Rare find in the UK. South African import – full MOT until 05.10.2016, full UK registration. Minimal rust, runs smoothly, 3.0L Ford V6 Engine, fresh interior. Call or email for more information, photos or to arrange a viewing.
Mileage: 14346 Price: 15000
Location: St Albans, Hertfordshire
Phone Number: 07989589717
Email Address: fdwilliams82@gmail.com

1VW 1972 Cali Import camper van ready to drive right now - excellent condition

Excellent example of a 1972 Californian imported Westfalia VW camper van, Everything is standard except the reconditioned engine. MOT until Sep 2016 with No Advisories. Tax Exempt. Excellent condition for vintage van. Very reliable and excellent to drive. Original paint. Genuine reason for the sale. Reluctant sale. Viewings and inspections are welcome. Buyer will not be disappointed., Full service history, Next MOT due on 17/09/2016
Mileage: 57504. Price: 11000
Location: Snape
Phone Number: 07498286762
Email: sara.gallagher1@btinternet.com

1978 deluxe bus

1978 deluxe bus , new engine,professionally lowered to fit in normal garage,mcj wood rim steering wheel,tuck and roll upholstery.Arrow straight bodywork,swivel front seats,cosmic wheels,new rock and roll bed,drives like new, awning included. Mileage: 4000 on new engine. Price: £15500
Location: bedford
Phone Number: 07971609142
Email Address: pfield1957@gmail.com

VW T5 DSG Campervan

VW Transporter T5.1 GP 7 speed DSG 4 berth campervan Autobiography black limited edition, full service history no VAT. Mileage 69,000. Price: £30,750. Location Worcestershire.
Email Address: kimsmith852@gmail.com.

1971 VW Westfalia Campervan

Original owner. Stored 20 years after engine rebuilt at 145,000 miles. Interior and body VG condition. New pop-up tent material and gasket, new hubcaps all ready to install, radio. Will consider reasonable offers.
Mileage: 148,746 miles.Price: US$19,900 OBO
Location: Stockton, California, USA
Phone Number: 1-209-3615772
Email: williamjdominik@hotmail.com

1972 VW T2

RHD Early Bay. MOT June 2016. Extensively refurbished camper. Includes a Remtec 1600 recon-engine with less than 2k miles. New R&R, kitchen, soft furnishings,LED lighting, exhaust. Excellent condition. Regularly serviced. Viewing essential. Retirement forces sale. Price: £19,750 ovno. Location: Suffolk
Phone Number: 07909 852692
Email: alanking326@hotmail.com

VW camper van panel style

Mileage: 94,000 VW Panel/Camper Van. Beautiful. 1973 What a lovely looking Van. It has had a fortune spent on it with full documented restoration. Engine rebuild. Excellent body and interior and mechanics. Underfloor heating/Bed/Tv with playstation/mains invertor/flip out back window.
Price: 5900. Location: London
Phone Number: 07481342952
Email: ewan032lawrence@gmail.com

VW Westy early bay window for sale

FOR SALE My beloved 1971 Cali import Early bay WestFalia. Recent MOT, Oct 2015. I am selling due to personnel reasons as I never seem to get the time to use it properly and think its time to find it a new home who will be able to enjoy it! Its 1776cc so pulls better than a 1.6, I had the rear main oil seal, fuel hoses and other gaskets replaced approx 18 months ago by AirCooled Engineering in Birmingham, who told me some pleasant stuff about my engine I never knew!! balanced and lightened flywheel, Engle Cam, forged crankshaft, all in all a valuable engine. Please call or email for any other info! Price: £12500 ovno. Location: Birmingham. Phone Number: 07528305034
Email: rodandelaine@virginmedia.com

1968 VW T2, 14,700 miles, Devon conversion, one owner from new, fully restored, rare find - £39,995
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2005 VW T2, 17,900 miles, Danbury conversion, four berth, five seats, lots of extras - £27,995. Danbury MotorCaravans
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1996 VW T2 Split Screen, 65,000 miles, two berth, four seats, ideal restoration project. £21,995. Danbury MotorCaravans
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2010 VW T2 25,200 miles, Danbury conversion, privacy glass, alloy wheels and more - £29,995. Danbury MotorCaravans
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2009 VW T2, 54,600 miles, Danbury conversion, rack and pinion steering and more - £29,995. Danbury MotorCaravans
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2006 VW T2 20,000 miles, Danbury conversion, TV/DVD system, alloy wheels and more - £28,995. Danbury MotorCaravans
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2012 VW T2 4,100 miles, Danbury conversion, ex-demo, lots of extras - £37,995 . Danbury MotorCaravans
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Parts

VW 3 door golf gti door moulding
A used but very good condition door moulding for a 3 door 8v gti golf. There is some clips missing. Price: £5.00
Location: Chesterfield, Derbyshire
Phone Number: 01246 464926
Email: dannyuno123@hotmail.com

VW Golf mk4 front bumper splitter
A used but only lightly scraped front bumper splitter for a mk4 vw golf part number 1j0 805 903 blk Price: £40.00
Location: Chesterfield, Derbyshire
Phone Number: 01246 464926
Email: dannyuno123@hotmail.com

VW Golf 16" wheel trim
Fairly good condition 1 crack and scrapes around the edge plus two of the middle things have broke slightly wheel trim to fit any 16" VW part number 7n0 601 147. Price: £5.00
Location: Chesterfield, Derbyshire
Phone: 01246 464926
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VW Beetle carb solex H30/31
vw beetle carb got this years ago new in bag and still in bag abit dusty as sat in barn but with clean like new again no need as beetle gone ages ago so no use for it cheap £45 can post phone 07847500631
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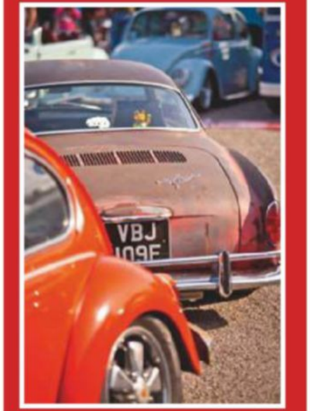

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Canterbury Pitt

The mastermind behind Canterbury Pitt Campers was Peter Pitt, who also did his bit to help make Type 2s go faster, too

Words
Richard Gunn

In their heyday, throughout the 1960s, Canterbury Pitt Volkswagen Camper conversions were among the most popular on the UK market. But the company only existed for a little over a decade and the death of its founder, Peter Pitt, resulted in the end of the firm named after him. However, that’s not before he helped change the British law, which dictated all Volkswagen Type 2s be classed as commercial vehicles, whether they had windows, soft furnishings and curtains or not.

It was in late 1955 that camping enthusiast Peter decided to kit out his Type 2 Kombi as a Camper, which he then used to tour around Europe with his family. Figuring he was onto quite a good thing, he decided to offer the idea to the public… er, soon after a trip to the West Country in 1956 where the first Devon Camper, built by Jack White, had gone on display in a Torquay Volkswagen dealership. Which came first, the Canterbury Pitt or the Devon, remains a chicken or egg question to this day.

> “Which came first, the Canterbury Pitt or the Devon?”

Regulations at the time exempted motorhomes from purchase tax, so long as the fittings inside were permanent and included a dining area, cooker, wardrobe, water-carrying equipment and beds. But this didn’t apply to Volkswagen Type 2s, which were legally viewed as commercial vehicles no matter what. This also limited them to a maximum speed of 30mph. Peter didn’t think this was right, so drove his Camper into Windsor Royal Park, from which commercials were prohibited. He was promptly arrested, in case Her Majesty should be shocked by a German Bus with a bed in it pootling through her garden. When the case came to court, Peter successfully argued his Volkswagen wasn’t a commercial because of its modifications. This meant purchase tax was no longer applicable, that Buses were allowed to exceed 30mph, and could visit the Queen whenever they wanted.

With or without ELEVATING ROOF
CANTERBURY’S
1965 VOLKSWAGEN
“OPEN PLAN”
PITT Moto-Caravan
CANTERBURY INDUSTRIAL PRODUCTS (AVELEY) LTD.
PMC Division
OCTOBER, 1964

^ Who knew Canterbury Pitts originated in the rather less salubrious borough of Romford?

Peter’s first conversions were on Austins, Commers and Fords, as imported Volkswagens were still quite expensive, even without purchase tax to worry about. But they joined the range properly in 1960, with the Pitt Moto-Caravan Company offering a modular ‘Open Plan’ layout that could be configured in several different ways. The firm also came up with its innovative, three-position ‘Rising Sunshine Roof’.

A merger with Canterbury Sidecars in 1961 resulted in a change of name to Canterbury Pitt, although all the work was done in Romford, Essex, a good 50 miles north of the Kent cathedral city. There was a further move in 1963 to nearby South Ockendon, which saw the final refinement of the Open Plan theme, available on Kombi and Microbus platforms. This included some clever use of space, such as a folding sink unit and the cooker attached to the side door. Less clever was situating the gas cylinder in the engine bay…

For 1965, Canterbury Pitt introduced its ‘Open Plan Divided Gangway’ option as a £25 extra. According to the advertising blurb, it allowed one to ‘step straight from the driving seat into the cabin.’ It was probably best not to attempt this while doing 55mph on a dual carriageway, however.

When the Bay Window was introduced in 1967, Canterbury Pitt successfully translated its layout from the old to the new, albeit with a few tweaks to make use of the greater space, such as an enlarged cooker. Peter kept the first example for his own use. Unfortunately, very few Bays received the Canterbury Pitt treatment for, in February 1969, Peter died suddenly. Because he owned all the rights, it meant the business couldn’t be sold as a going concern and so, in September that year, all Canterbury Pitt Moto-Caravan production ceased. It was a sad and unexpected end for a company that had showed great flair and innovation in its designs. And who opened the door to Volkswagen-based Campers being given the opportunity to stretch their legs at a little more than 30mph, too.

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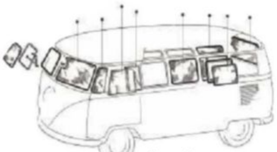

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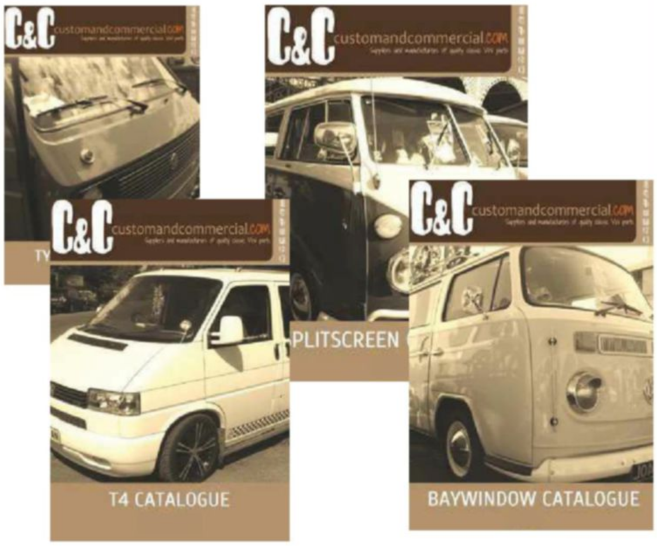

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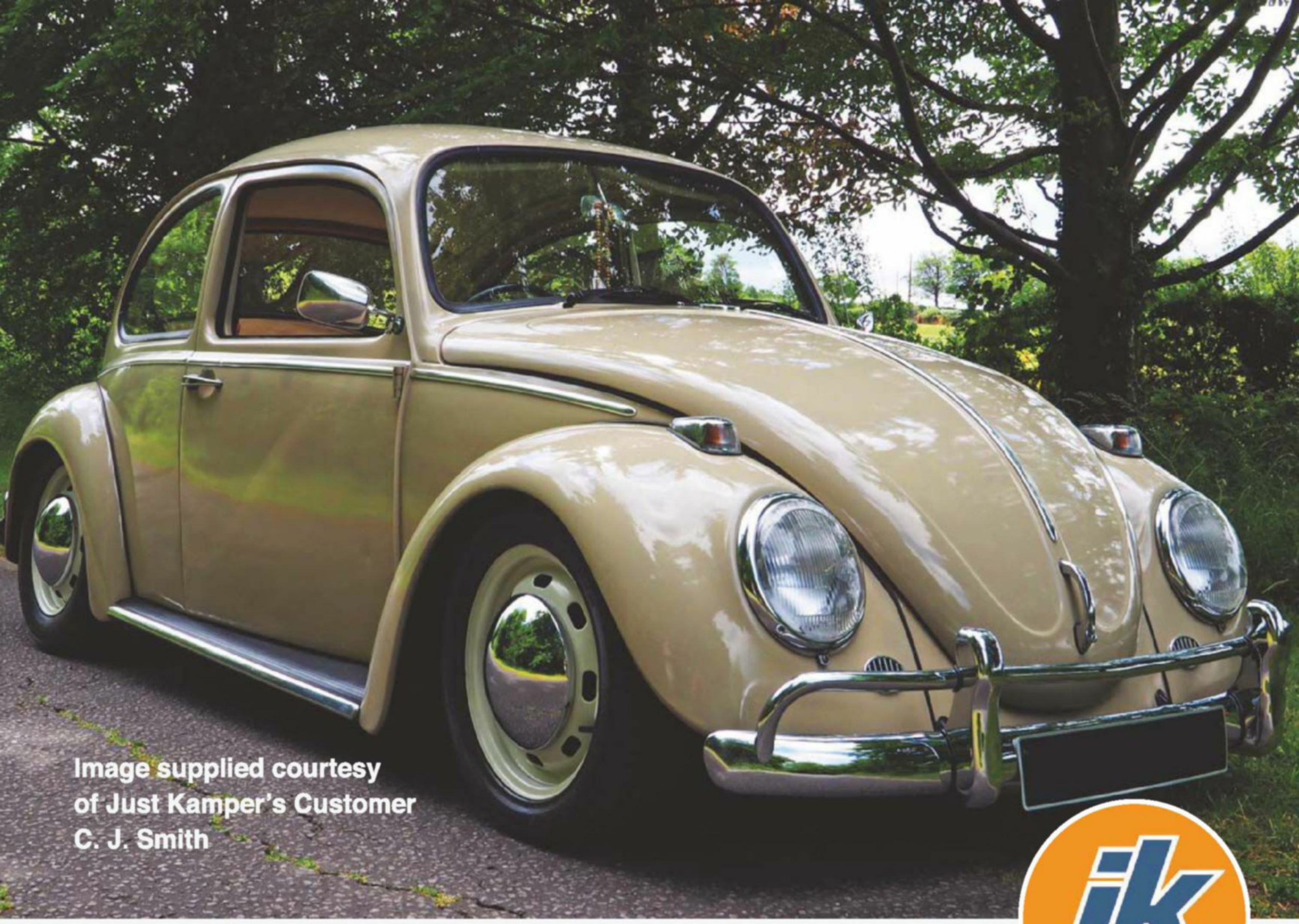

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